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BIENNIAL REPORT

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JUN 4 - 1923

OF THE

Board of
State Harbor Commissioners

FOR THE PORT AND HARBOR OF

SAN FRANCISCO

FOR THE

Fiscal Years Commencing July 1, 1920, and Ending June 30, 1922

COMMISSIONERS

JOHN H. McCALLUM, President

HARRY H. COSGRIFF FREDERICK S. MOODY

CALIFORNIA STATE PRINTING OFFICE
SACRAMENTO, 1923

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The entrance to San Francisco Bay—The Pacific Fleet entering.

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JOHN H. MCCALLUM, *President* - - - - - Commissioner
HARRY H. COSGRIFF - - - - - - - - - - Commissioner
FREDERICK S. MOODY - - - - - - - - - - Commissioner

HILDA GOHRMAN - - - - - - - - - - - - - Secretary
JAMES BYRNE, JR. - - - - - - - - - Assistant Secretary
FRANK G. WHITE - - - - - - - - - - Chief Engineer
DANIEL A. RYAN - - - - - - - - - - - - Attorney

Office, Union Depot and Ferry House
San Francisco, California.

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Ferry Tower Illuminated for a Convention—all work performed by Electrical Department of Board.

LETTER OF TRANSMITTAL.

To His Excellency, Hon. Wm. D. Stephens,
Governor of the State of California.

Sir: As required by law, the Board of State Harbor Commissioners for the harbor of San Francisco herewith respectfully submits its biennial report for the fiscal years commencing July 1, 1920, and ending June 30, 1922, embracing a full report of all moneys by them received and disbursed, describing the improvements made or under way, and the general conditions of the harbor property.

We have the honor to be,

Yours very respectfully,

J. H. McCallum, *President,*
H. H. Cosgriff,
F. S. Moody,
Board of State Harbor Commissioners.

October 20, 1922.

Some of San Francisco's 40 piers, the Ferry Building and the Embarcadero, as seen from an aeroplane.

INTRODUCTION.

JURISDICTION, PUBLIC OWNERSHIP AND OPERATION.

Unlike most of the leading seaports of the United States, San Francisco enjoys the advantage of a harbor front that is owned and operated by the public. The title of the property is in the State of California, and harbor affairs are administered by a board of three Harbor Commissioners, appointed by the Governor of the state and holding office during his pleasure.

The only harbor under the jurisdiction of the Board of State Harbor Commissioners is that portion of the water front on the Bay of San Francisco around the city and county of San Francisco, from the Presidio, the United States Military Reservation on the north, thence around the bay front to the boundary line between San Francisco and the county of San Mateo, and more particularly described elsewhere in this report. Only the commerce, construction, maintenance and operation of this water front is dealt with in this report. On the other side of the bay, at Oakland, Richmond and Port Costa, local bodies administer their respective harbor facilities.

The statistics and other data herein contained refer only to the state property along the San Francisco water front, consisting of a seawall; seawall lots, beyond the same, created by the reclamation of tidelands; The Embarcadero, and other water front streets; the Belt Railroad; tugs and dredgers, and all the piers and wharves in the city and county of San Francisco, except those belonging to the federal government at the Presidio and Fort Mason and those belonging to the Bethlehem Ship Building Corporation (formerly the Union Iron Works) at China Basin and Hunter's Point, and those of the Western Sugar Refinery at the foot of Twenty-third street, and these are dealt with only in the data showing the total tonnage passing through the port, as given in the secretary's report.

EXTENT OF SEAWALL, DOCKS AND LANDS.

The present water front of San Francisco in active use is approximately five miles in length. On June 30, 1920, there were in existence along this line 15,000 feet of completed seawall, 39 piers, and certain other smaller bulkhead and other open wharves 28 seawall lots of land, having a total area of approximately 5,000,000 square feet, valued at more than $5,000,000 together with the tract of about 25 acres, leased for 50 years to the Atchison, Topeka and Santa Fe Railway Company as its China Basin Terminal.

By the progressive construction of a permanent seawall around the water front on the line fixed by law, important land areas between it and the previously existing city front have been reclaimed and become the property of the state and have been devoted to harbor uses. The so-called seawall lots under the jurisdiction of the Board and devoted to railway use and other purposes were thus reclaimed.

The piers and bulkhead wharves offer about 15 miles of berthing space at the present time, and the system can be expanded, as the population and commerce demand, until it will cover 50 miles.

In addition to the property located on the active water front the state owns 141 acres of partially submerged land, bounded by Islais Channel, Waterfront street, India Basin and Arthur avenue. On the filled portion of this land is located the Islais Creek Vegetable Oil plant.

The Belt Railroad encircles the water front and has a total trackage of 54.62 miles. It connects with all industries located on the system to the number of 106. The Belt Railroad furnishes a terminal in San Francisco for any transcontinental railroad seeking to enter San Francisco.

THE HARBOR SELF-SUPPORTING.

Under the law, the harbor has been self-supporting since its inception. All the cost of construction and maintenance of seawalls, buildings, wharves, etc., as well as the operating expenses, are paid out of harbor receipts. These are derived from charges imposed upon shipping and cargoes, in the form of rents, tolls, dockage and wharfage for the use of the wharves; switching charges on the Belt Railroad; from the rental privileges of the seawall lots and of the Ferry Building and other buildings and for the use of the ferry slips, and other lesser sources. The principal and interest of all bond issues must also be paid out of the same revenues. San Francisco Harbor thus pays its own way, not a dollar coming out of the public treasury or taxes.

The advantage of public ownership to the shipping interests is shown by the provision of the law that harbor charges must not exceed the amount necessary to meet operation, repair and construction expenses and redeem bond issues.

TOWAGE, PILOTAGE AND STEVEDORING.

The charges for towage and pilotage from the Pacific Ocean into San Francisco Bay are contained herein as matters of general information, but are not in any degree under the jurisdiction of the Board of State Harbor Commissioners.

PART I.

REPORT OF THE BOARD.

Bulkhead Building Pier 27.

REPORT OF GENERAL CONDITIONS CONCERNING SAN FRANCISCO HARBOR UNDER PRESENT ADMINISTRATION.

During the biennium 1920-1922, the port of San Francisco having experienced its share in the business depression which overshadowed the entire shipping world following the world war, no extensive improvements were necessary or made. It is a fact, however, worthy of note that San Francisco is the only port during the period which not only paid expenses but showed a large financial gain, the surplus revenue over and above operating expense, cost of repairs and replacements, interest and sinking fund on bonds, etc., being $665,782.07 for the year ending June 30, 1921, and $580,818.03 for the year ending June 30, 1922, a total of $1,246,600.10 for the period.

In the Secretary's report there will be found a comprehensive and detailed account of the finances for the biennial period. However, it is desired to call attention to the fact that the finances are in better shape at the end of this biennium than during any other period in the history of the harbor. Seven million dollars in unsold bonds available for any emergency, or to provide for the natural growth of the harbor, and a surplus monthly revenue places the harbor in a strong financial position.

The Board feels also, it is worthy of note that the revenue of the port has increased 65 per cent since the year 1912 and, during the same period, the maintenance and operating expense of the port increased only 8½ per cent.

The Board has endeavored to apply to the management of the port in all its details the same principles of efficiency and economy which must be applied to all successful enterprises. Of necessity the Board is compelled to buy materials and supplies running into many thousands of dollars. All these purchases are made through the agent of the State Purchasing Department located in San Francisco and the principle applied to the purchasing of such supplies is price, quality and service. All bills are paid promptly by the tenth of the following month except those which are subject to cash discount, which are paid within the discount period, the discounts thus earned running into thousands of dollars. All moneys collected are placed in the bank at San Francisco where they draw interest on the basis of daily balances. The interest thus accruing during the year amounts to many thousands of dollars also. In accordance with the law each month the moneys in the bank are forwarded to the State Treasurer at Sacramento for the account of the San Francisco Harbor Improvement Fund. All moneys in this fund are used solely for San Francisco harbor purposes.

Construction.

The Engineer's report supplies in detail all information concerning the improvements made during the period. Briefly, these were completion of bulkhead wharves at Piers 5, 25 and 27 commenced and described in detail in the 1918-1920 report and completed during this biennial period. Reinforced concrete bulkhead wharves at Piers 19 to 25 were completed and new bulkhead buildings erected at Piers 5 and 27, the improvements aggregating 83,835 square feet.

China Basin Terminal when complete.

China Basin Terminal.

The greatest and most important undertaking during the period, and perhaps the greatest project undertaken for many years, is the building of the China Basin Terminal, work on the first unit of which was commenced in March, 1922. The contract was let in February, 1922, for a total sum of $761,343. When completed this terminal will add 516,530 square feet to the cargo area and storage space of the port and will supply waterside storage for transshipment cargo, cargo for export and seasonal cargo. Too great emphasis can not be laid upon the importance of this project, which will be unequalled by any port in the United States, or in the world.

The Terminal is being built from the proceeds of the sale of $1,000,000 Third San Francisco Harbor Improvement Bonds, 4 per cent bonds, act of 1913, sold by the State Treasurer for this purpose in December, 1921. It is contemplated that the warehouse when completed will cost in excess of $2,000,000 and it is believed that it can be built, with the exception of the $1,000,000 provided as above, out of current revenue.

The warehouse has been described in a previous report. However, it is deemed of sufficient importance to reiterate the former statement concerning this improvement:

> The building as shown on the plans is a combined wharfshed and warehouse 816 feet in length and six stories in height. The width on the main floor is 123 feet; on the second floor 100 feet and on the four warehouse floors 100 feet. These widths are secured by stepping back on the wharf side, and this plan was adopted in order to locate the foundations of the wall of the main building inside the bulkhead wall. By this means also there are provided landing platforms at the level of the second and third floors. By the use of revolving, semi-portal electric cranes it will be possible to handle cargo between the ship and the first, second and third floors of the building in one operation.
>
> Whip hoists mounted on the roof will serve the three upper floors on the wharf side, and elevators and other conveying equipment will be provided inside the building.
>
> Three depressed tracks are planned behind the building, and these will also serve the industrial property which will be available between these tracks and Berry street.
>
> The combined wharfshed and warehouse, six stories in height, will provide floor areas as follows: First floor: 100,370 square feet; second floor, 89,760 square feet; third, fourth, fifth and sixth floors, 81,600 square feet each.
>
> Assuming that the first and second floors are used as outbound and inbound transit sheds, and the other four floors for warehouse purposes, there will be provided 190,130 square feet of wharfshed space and 326,400 square feet of warehouse space.
>
> A detailed account of this improvement is shown in the report of the Engineer.
>
> This warehouse will bring to the Port of San Francisco, the facilities for handling at the water side, all cargoes of seasonable freight, grain, tropical pineapple, sugar and cotton, at a minimum cost for both domestic and export movement. Cargo for re-export may also

Launch "Governor Stephens."

be stored here. The largest ship may dock at the wharf and the cargo be placed in storage at the harbor front.

This improvement means not only a tremendous increase in cargo and dock space, but will establish a port warehousing system which, when completed, will rival anything in any port in the world.

As further stated in the Engineer's report, the port has continued its policy of wiring the piers for the purpose of furnishing power on the piers and light and power on the ships. Piers 19, 20, 26, 27, 28, 35, 37 and 39 have been so wired and Piers 5, 19, 27 and 39 were entirely rewired in conduit. Ships are thus enabled to work night as well as day, a convenience which is much appreciated.

Inspection Launch "Governor Stephens."

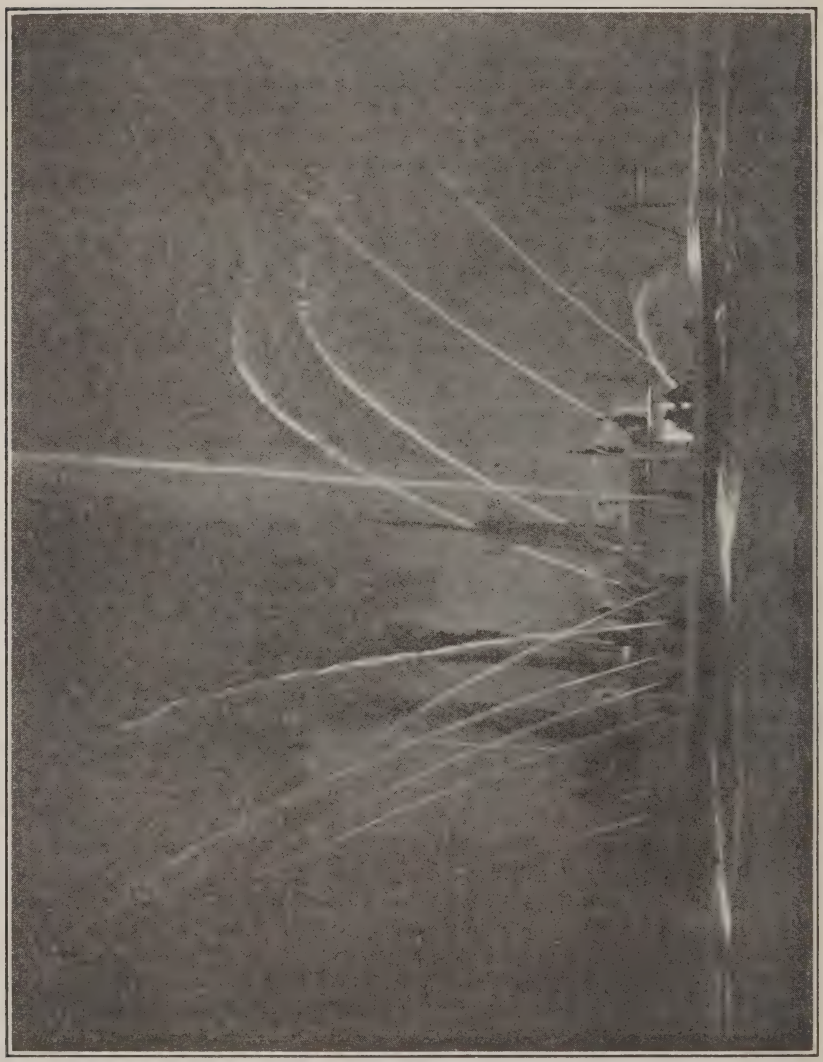
During this period also, there has been completed and put into commission a new combination tug and inspection launch named, following the policy of the Board in naming its craft for the incumbent governor, *Governor Stephens*. This craft, in addition to furnishing a very necessary towage boat for the work of the Commission, is so fitted up that it will be possible to make inspections of the work from the waterside, as well as entertain visitors from other ports in a far more suitable manner than has been the case heretofore.

Ferry Building.

For many years the damage caused to ferry slip dolphins by ferry boats crashing into them has been a source of great expense to the Board. In order to make better provision for payment of damages caused, the Chief Engineer of the Board, together with engineers of the ferry and railroad companies, some time ago came to an agreement to be used as a basis of settling claims for damages.

The Board of Harbor Commissioners, taking cognizance of the revenue being received from the ferry slips as compared with the amount being paid by the Board for repairing damages to the ferry slips, after consultation with the ferry companies, fixed the ferry slip rental at $750 per month, an increase of $250 per month.

For many years the California Development Board has been occupying the south end portion of the mezzanine floor of the Ferry Building for its offices and exhibit. On July 1, 1920, the California Development Board moved its offices and exhibit from the mezzanine floor to the grand nave of the building, paying for the additional advantages of location a rental of $600 per month, an increase over the former rental received of $350. However, the arrangement of the exhibits in the nave has not been sufficiently modern or attractive to please either the California Development Board or the Board of State Harbor Commissioners and the Development Board has arranged to remove its exhibit from the south end of the nave to a position along the entire east wall of the grand nave of the building. This exhibit is designed to be the most attractive exhibit of its kind ever shown in San Francisco and will be financed by the various county organizations. A start has been made and it is hoped that early in the next biennial period the exhibit will be complete. The first step has necessitated a change in the method of entering the waiting rooms of the Key Route and Southern Pacific on the upper floor, which arrangement, however, is working out satisfactorily.



The "Dennis T. Sullivan," one of San Francisco's fire-boats, in action.

In July, 1920, the Board obtained a new tenant of the space on the mezzanine floor formerly occupied by the California Development Board. This tenant is the United States Department of Forestry, which occupies the entire space formerly assigned to the California Development Board with some additional storage space on the dolphin for which the Board now receives a rental of $1,000 per month.

Belt Line Railroad.

During the biennial period the Board has added to the efficiency of the Belt Railroad, notably in the rearrangement of the tracks on the north side of the harbor, a more detailed description of which will be found in the report of the superintendent of the Belt Railroad; this cost upwards of $100,000.

The switching charge on the Belt Railroad is $3.50 per car, which is the cheapest of any port in the United States and is only equalled by one other port in North America. Notwithstanding the fact that the transcontinental lines admit that this service can not be performed by themselves at this price, the Board of State Harbor Commissioners, during the biennial period, has made a profit over and above the cost of operation and upkeep.

The Embarcadero.

The Embarcadero, the waterfront street of the port of San Francisco, being the property of the state and under the jurisdiction of the Board of State Harbor Commissioners, the cleaning, sweeping and lighting of this thoroughfare has devolved upon the Board and has been paid for out of current revenues.

The sweeping has proved quite a problem; for many years the Board has called for yearly bids and contracts for sweeping of The Embarcadero. During the years 1920-1921 the proposition of using a street sweeping machine on The Embarcadero and the bulkhead wharves was decided upon. In April, 1921, the Board purchased a street sweeping machine for $8,490. At the end of a year's time the cost of having operated the sweeper was $10,717.35 as against the sum of $18,590.04, the amount paid the contractor the previous year for sweeping a lesser area. At the end of the biennial period the sweeper has not only paid for itself but has greatly reduced the expense of sweeping The Embarcadero.

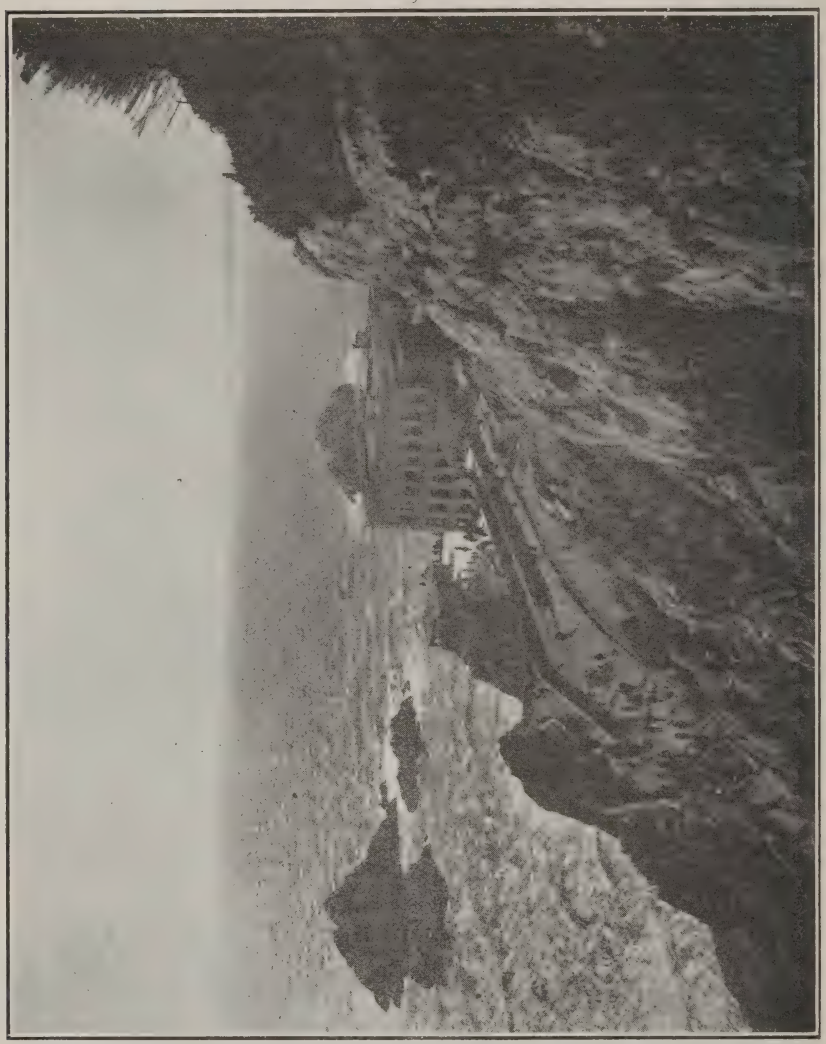
Insurance—Fire.

The Board carries approximately $2,200,000 of insurance distributed pro rata on all property under its jurisdiction that is destructible by fire. The law provides a limit of insurance on harbor property of $2,000,000 plus 25 per cent of the value of any structures erected after the passage of the law in 1919. Thus the total sum of $2,200,000 is arrived at.

The Board exercises every precaution to prevent any fire hazards accumulating on any of the piers. To that end it has in its employ an expert whose duty it is to inspect the piers daily and see that fire hazards are reduced to the minimum. In this regard we have the full and complete cooperation of the fire underwriters of San Francisco.

The rate paid for insurance carried is 1½ per cent for three years.

The insurance is distributed among a large number of fire insurance companies.



Before the Golden Gate is reached—The Cliff House—one of San Francisco's landmarks.

Workmen's Compensation Insurance, etc.

Since the "Workmen's Compensation, Insurance and Safety Act" went into effect in 1913, the Board has carried its own insurance. The Board takes every precaution to see that accidents to its employees are reduced to the minimum and complies strictly with all requirements of the State Industrial Accident Commission. Industrial compensation is made to injured employees direct by the State Compensation Insurance Fund on the basis of adjustment arrived at by themselves and for this service the Board pays a commission of 10 per cent.

The Board takes a great deal of pleasure in reporting that during the last biennial period, under the system of carrying its own insurance, it cost but \$0.0125 whereas if we were to insure with the State Compensation Insurance Fund the cost would be approximately \$0.0452. In the biennial period just preceding the present, a very much more advantageous showing was made, the rate being only \$0.0068 on the basis of our pay roll as compared with the rate of \$0.0125 during the present biennial period. During the two biennial periods the saving in money amounts to \$65,802.22 [redacted] The Board regards this as a showing worthy of note. \$122,768.66

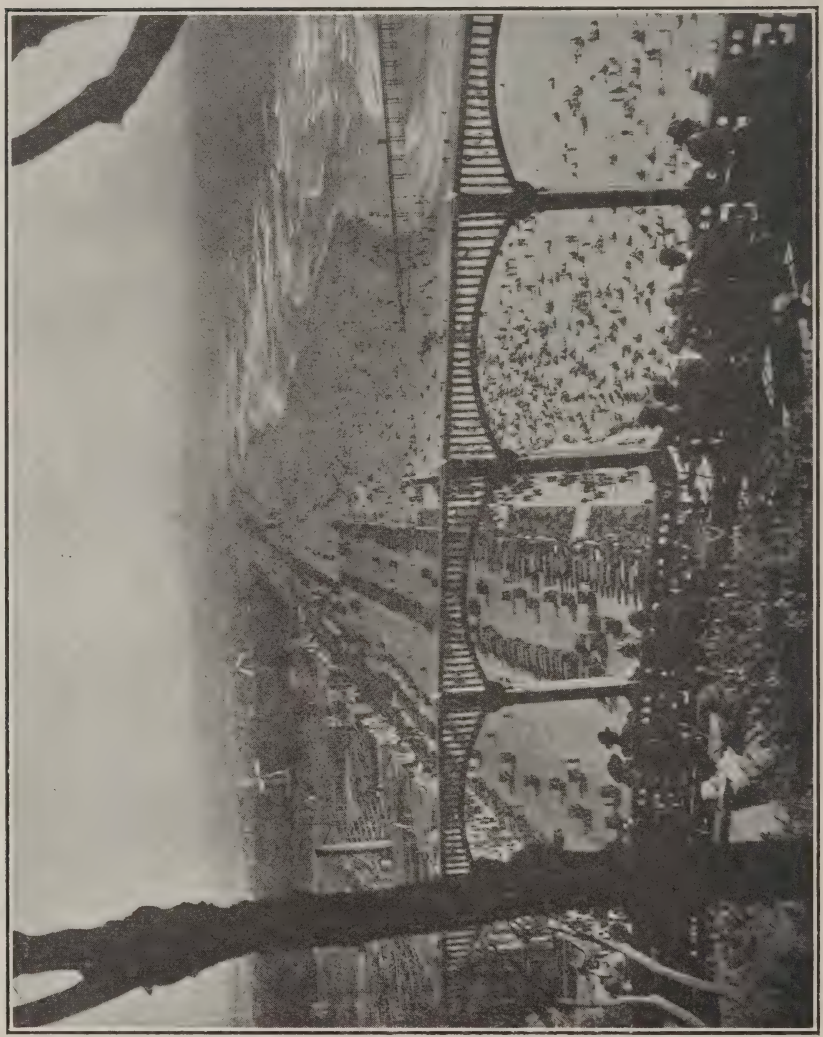
Piers.

Piers 42 and 44 were built under the provisions of section 2527 of the Political Code, by the Pacific Mail Steamship Company, which provides that steamship companies providing the moneys for the building of piers, when harbor funds are insufficient for that purpose, may obtain a fifteen year lease of the structures so built. The fifteen years expired on Piers 42 and 44 in February, 1922, but, inasmuch as the Pacific Mail Steamship Company had lost the use of each pier for one year's time due to repairs, the lease has been extended until February, 1923, after which time the Board will receive revenues from these piers.

Pier 34 was built under the provisions of the same act by the Western Pacific Railroad Company, the lease being dated August 4, 1910. Owing to a change of conditions under which the Western Pacific Company operated, the Toyo Kisen Kaisha, which had been using the pier in conjunction with the Western Pacific, desired certain changes made in the pier—spur track moved from the center to outside of shed, widening of pier, etc., all of which the Western Pacific Railroad did not desire to make.

Thereupon, application was made to the Board for the release and cancellation of their lease at Pier 34 and the return to the Western Pacific Railroad Company of the prepaid rental then due. After consideration, the Board decided that it was for the best interests of the port to cancel the lease and return to the Western Pacific Railroad Company the amount of rental which the Board would receive, less the amount which it would cost to repair the pier and put same in condition under the terms of the lease. This being agreed upon the lease of Pier 34 was canceled by the Board on November 30, 1921, and the sum of \$14,987 returned to said Western Pacific Railroad Company. The assignment of the pier was then made to the Toyo Kisen Kaisha, which company now pays the Board the regular monthly rental.

No piers have been built under this financial plan since 1911 during which year Pier 54 was built by the Santa Fe Railway Company, the current revenue and moneys received from the sale of bonds now being sufficient for the erection of all piers.



The Pacific Ocean—as seen from the Beach at San Francisco.

vertising—State Fair, Motion Pictures, etc.

Ports other than the port of San Francisco have been for some time past engaged in advertising campaigns for the purpose of increasing their business. Heretofore, there has been some question as to the propriety of the expenditure of moneys along these lines and some question as to the advisability of so doing. No action along this line has been taken up to the present biennial period. However, the Board has felt that in order not only to keep up but to outdistance, if possible, other ports bidding for business both along the Pacific Coast and in other parts of the United States, that it was necessary to advertise, as well as educate the general public concerning the harbor facilities and advantages of doing business through the port of San Francisco.

Therefore,as a first step in this direction, and in an educational campaign to acquaint the people of the city and state with facts concerning their harbor and its development, the Board has conducted for the past two years at Sacramento State Fair an exhibit showing pictorially the harbor, and has issued advertising pamphlets, etc., in which are described and extolled some of the advantages of the harbor.

It has also exhibited at the Fresno County Fair, and at the California Industrial Exposition at San Francisco in October, 1921, held a similar exhibit. Also, along the same line, it has made and has exhibited at various places about the state and in other states motion pictures depicting the facilities of the harbor.

These fair exhibits and exhibits of motion pictures the Board expects to continue, and in furtherance of this same policy the Board appointed Mr. Lochiel M. King, formerly office engineer, as its commercial agent, the duties of Mr. King being to act as a general advertising director of the port, as well as business solicitor, and manager of the vegetable oil plant.

In the future, the Board feels that it will be necessary to engage in a far greater advertising campaign for the harbor, and as a first step in this direction, it published on July 1, 1922, a sailing list which indicates all sailings from the port of San Francisco, as well as facts concerning the harbor and its advantages.

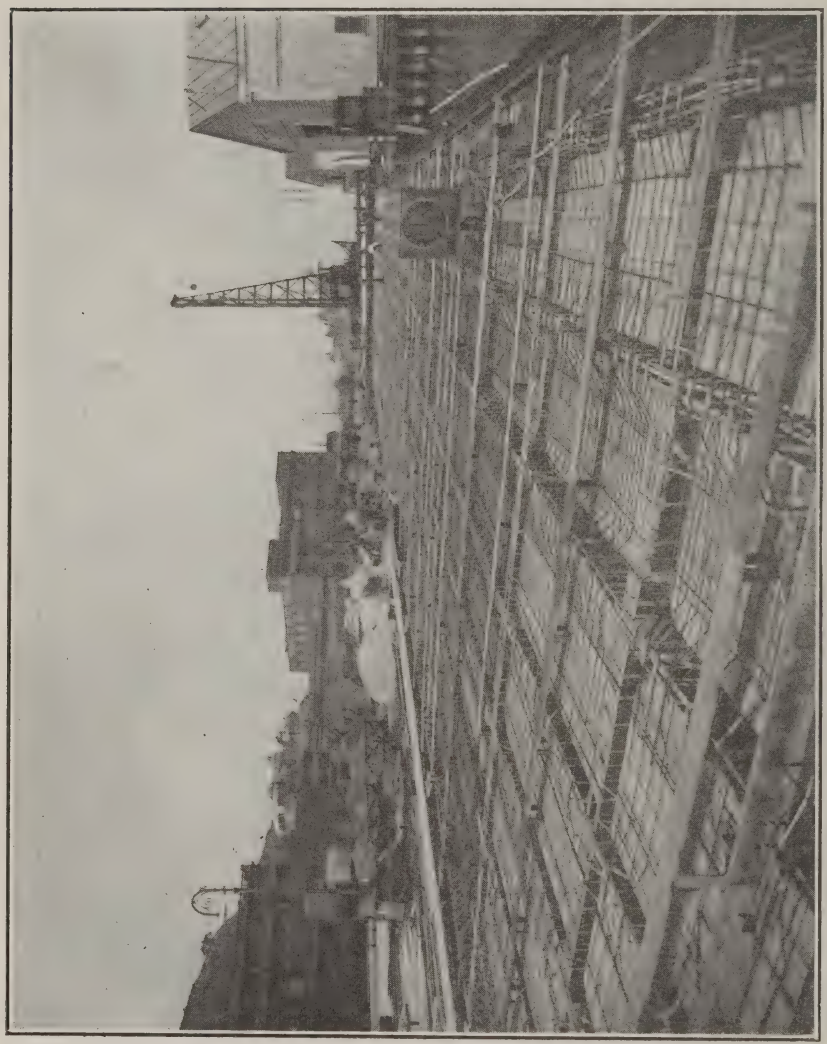
Advisory Board.

The advisory board of twenty of the leading men engaged in various activities in connection with shipping appointed to consult with the Board of State Harbor Commissioners on matters of importance is still functioning greatly to the advantage of the port, and the Board again acknowledges its great appreciation of the efficient and loyal assistance they are rendering in dealing with problems of the port.

Islais Creek—India Basin Improvement.

In 1920 an application was made by the Board of State Harbor Commissioners, together with the Western Pacific Railroad Company and other landowners interested in this district, to the United States Department of Engineers, requesting that certain dredging be done from the pierhead line to deep water and quantities of sand be removed at the mouth of Islais Creek Channel. The federal authorities still have this project under consideration, as shown in the Engineer's report.

The Board wishes to state that whereas no work has been started during this biennial period on the development planned for the 280 acres of submerged land in this district, as shown in the report of the



Bulkhead Wharf, Piers 19 to 25.

Engineer for 1918-1920, nevertheless it is holding its plans for that land for future development of the port and as a possible site for a free port zone should one be established in San Francisco.

Extensions to Piers.

The Board is committed to the policy of lengthening certain piers, namely Piers 20, 22, 34, 38, 40, 42 and 44 to the pierhead line. The plans for extending Piers 22 and 44 are completed and contracts for same will be let within the next thirty or sixty days, and as soon as Pier 44 is lengthened a contract will be let for Pier 42. The other piers numbered above will follow progressively after the completion of Pier 42. When these piers are lengthened it will add not only to the berthing space but to the cargo area of the harbor.

History of San Francisco Harbor.

During the biennial period, the Board has had prepared a history of the port of San Francisco. This has been written by a man familiar not only with the history of the development of the physical features of the port but with the political history of the community as well and it is believed that the history will be valuable not only for harbor files but for general distribution with this report.

Legislation.

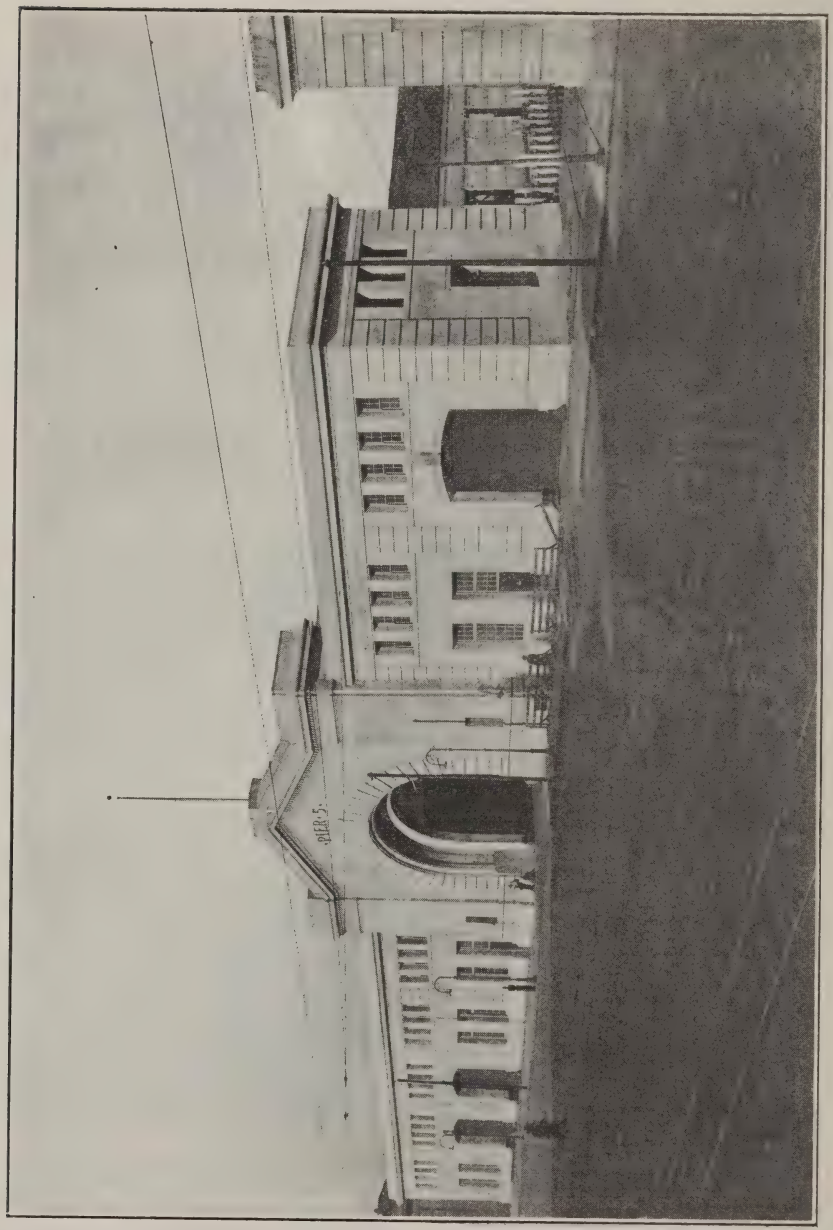
During the last legislative session there was little legislation affecting the harbor. However, by certain political influences of San Francisco, a bill was introduced in both houses which had for its purpose the transfer of the control and ownership of San Francisco Harbor from the State of California to that of the city and county of San Francisco. This bill failed of passage.

The shipping interests of San Francisco were opposed to the transfer and the Board feels that the opinions of the shipping men who signed the petition concerning the advisability of such transfer are worthy to be set forth in this report and there follows a copy of the petition forwarded at that time to Governor Stephens:

The undersigned shippers and vessel owners of this state, who primarily contribute to the support of the harbor of San Francisco, are certainly deeply interested in its present management and its future development, and accordingly are earnestly opposed to any change in the control from the State of California to the city and county of San Francisco. Accordingly, we most urgently request that the Governor of this state and every member of the legislature will defeat any measure that has for its purpose the transfer of the waterfront of San Francisco. Our attitude is based upon the following reasons:

First: State control has proven eminently successful, economical and efficient, has developed here one of the most highly organized and best conducted harbors in the United States and in the world. The benefits are shared by the city and county of San Francisco, the State of California, the entire Pacific Coast and the nation. And in all its operations not one cent is drawn from the treasury of the state, as the entire expense is borne by port charges and nothing contributed by taxation of any kind on the taxpayers of the state.

Second: Under state control revenue-producing real estate valued at more than $5,000,000 centrally located on the waterfront and improved property valued at more than $25,000,000 consisting of forty magnificent piers, sea walls, ferry building, belt railroad, etc., has been acquired out of surplus harbor revenue, and the sale of $11,000,000 of 4 per cent harbor bonds. In addition, $8,000,000 of 4 per cent harbor bonds already authorized are still available for future development. The faith and credit of the State of California are behind these bonds and have guaranteed them, and no means exist of relieving the state from this liability to present bond holders. So, in the event that the control of our harbor should be transferred from the state



Bulkhead Building Pier 5.

to the city, the state will have lost assets of approximately $50,000,000, and still be finally liable as guarantor for $11,000,000, of outstanding bonds.

Third: Under state control future development of the harbor can be carried on at lower cost than under municipal control, as the state can borrow money at a lower rate of interest than the city. The city of San Francisco has paid 4½ per cent and 5 per cent on municipal bonds for public improvement, whereas the interest on state harbor bonds is 4 per cent. This differential in interest alone during the very lengthy life of the bonds now issued would equal the face value of the bonds. It is needless to remind you that the cost of transportation and distribution of a commodity must be paid by the consumer, and that every additional item of cost added to the transportation or distribution of goods coming through the port of San Francisco must ultimately be paid by the people of the State of California in the price of the commodity.

Fourth: State control has made the harbor self-supporting, and has insured San Francisco the lowest harbor charges on the Pacific coast.

We recognize the great opportunities offered shippers and vessel owners by the magnificent piers and other harbor facilities at San Francisco for developing world wide commerce and must resent any attempt to represent that needed harbor improvements have not kept up with demands and that any additional harbor improvements and facilities can not be better and more economically provided for under state control than city control. The state has given to Oakland, Richmond, Berkeley, Los Angeles and San Diego, not improved property valued at millions of dollars, but tide lands and the opportunity to build at their own expense wharves and other harbor facilities. The present State Board of Harbor Commissioners who administer the San Francisco Harbor trust has the support and confidence of the shippers and vessel owners who bring the commerce to the port and any change of control of the San Francisco Harbor front would be unnecessary, inadvisable and against the best interests of shippers and vessel owners and citizens of the state at large.

It is a great deal of satisfaction to the management of the harbor to have frequent expressions come to it from shipping interests, doing business through nearly all the ports of the world, to the effect that the harbor of San Francisco is not only the best natural harbor in the world but that the type of facilities and management is also the best. It is the constant endeavor of the Board to supply every necessary facility for the benefit of those doing business through the port.

China Basin Terminal.—General View of Site.

PART II.

REPORT OF CHIEF ENGINEER.

China Basin Terminal.—Caisson Reinforcement.

REPORT OF CHIEF ENGINEER.

September 19, 1922.

To the Honorable Board of State Harbor Commissioners,
San Francisco, California.

GENTLEMEN: I beg to submit herewith for your consideration my report as Chief Engineer of the Board of State Harbor Commissioners, for the two fiscal years beginning July 1, 1920, and ending June 30, 1922.

At the time of the presentation of the last biennial report on July 1, 1920, there were under construction the following structures:

Pier 5, bulkhead wharf, which was 53 per cent completed.
Piers 25-27, bulkhead wharf, which was 28 per cent completed.
Pier 20, addition, which was just commenced.

This work was all described in the last report and the structures have all been completed and placed in service.

For the purposes of this report, the work of the engineering department will be divided as follows:

1. Wharves and buildings.
2. China Basin Terminal.
3. Maintenance and repairs.
4. Belt Railroad.
5. Paving.
6. Electrical.
7. Dredging.
8. Testing.
9. Designing and drafting.
10. Recommendations.
11. General.

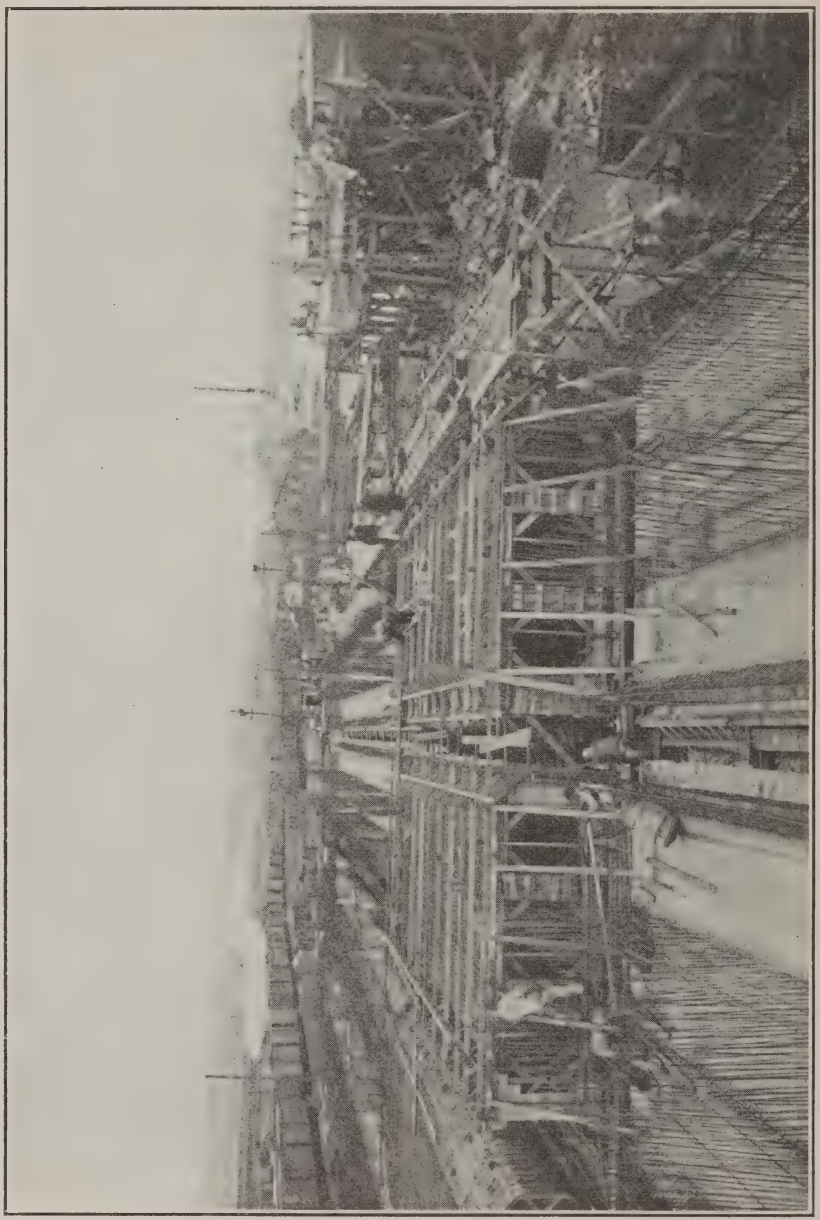
1. WHARVES AND BUILDINGS.

Bulkhead Wharf, Piers 19 and 21 to 25.

Two sections of bulkhead wharf were constructed, one across the end of Pier 19 and the other extending from the south side of Pier 21 to the north side of Pier 25. They are of reinforced concrete of standard design, 46 feet in width and aggregating 745 feet in length. The construction of these two sections marks the completion of the permanent concrete bulkhead wharf and wall from the north side of Pier 44 to the west side of Pier 41, a distance of 2.6 miles. The wharves were 97 per cent completed on June 30, 1922.

Pier 27, Bulkhead Building.

Following the completion of the bulkhead wharf adjacent to Pier 27, which was described in the last report, a bulkhead building was constructed in front of Pier 27 and over the wharf between Piers 27 and 25. The building is 318 feet in length, 70 feet in width and one story in height.



China Basin Terminal.—Concreting Caissons.

It is of timber frame construction covered with metal lath and cement plaster, and the door openings are closed with steel folding doors. The bulkhead building was completed in February, 1921.

Pier 5, Bulkhead Building.

This improvement includes a new front on existing Pier 5 and two story bulkhead buildings extending northerly and southerly from the pier. The total length is 313 feet; the southerly portion including the pier front is 164 feet in length by 33 feet in width, and the northerly portion is 149 feet in length by 49 feet in width. The type of construction is the same as that previously described at Pier 27, except that the doors are steel rolling doors. The building was completed in June, 1922.

2. CHINA BASIN TERMINAL.

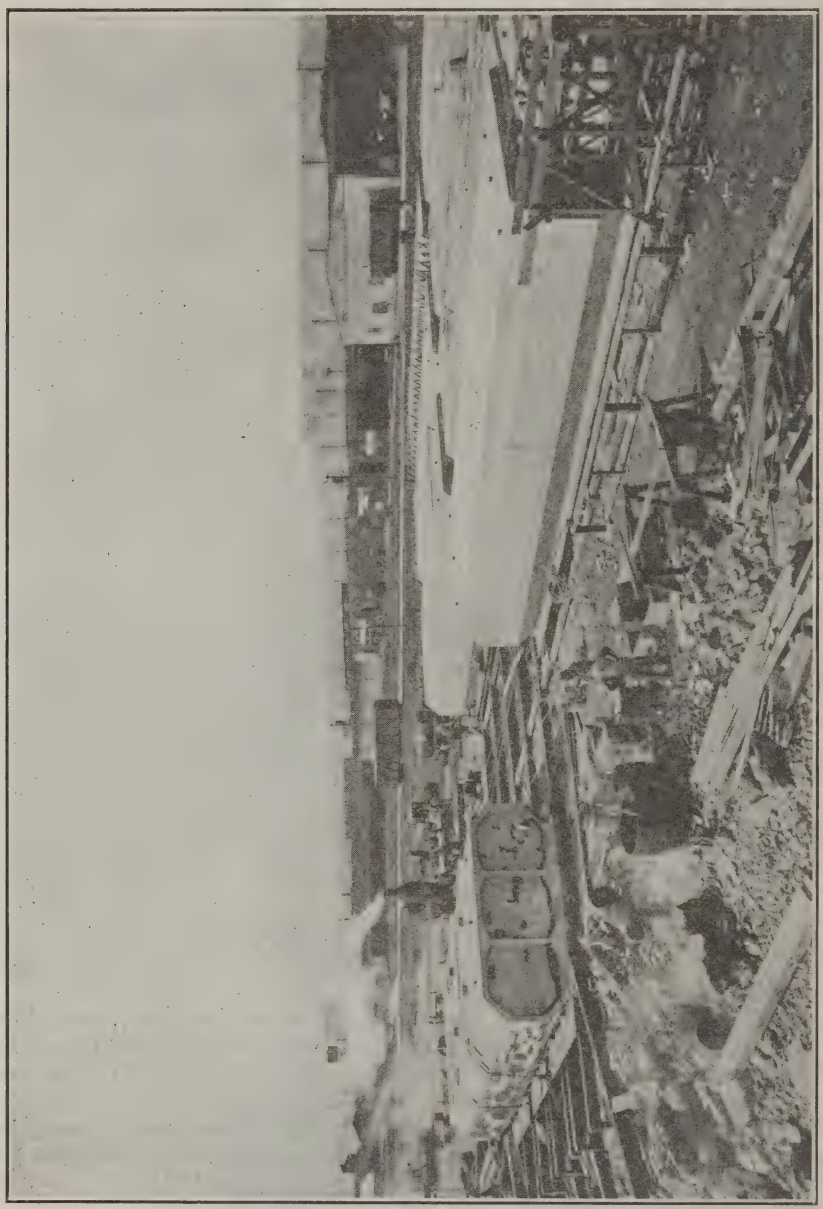
The most important project undertaken during the biennial period was the China Basin Terminal, which was referred to in the last report. At that time preliminary plans and estimates had been made and the general plan had been tentatively approved. During 1921 the site was investigated by taking borings and soundings, and detailed plans and specifications were prepared for the substructure. Plans of the superstructure were also begun, and work on these is now under way. On February 9, 1922, a contract was awarded to the Healy-Tibbitts Construction Company for the substructure and the work is now progressing satisfactorily.

The contract for the substructure includes the construction of a main seawall extending from Third street near the northerly end of the bridge over Channel street to Pier 46; a wing wall extending northerly to a junction with the existing seawall between Piers 44 and 46; the filling of the area inside this seawall; the construction of foundations for the terminal building; and the construction of a wharf and finished floor over the main seawall and extending over one-half the width of the building. The removal of the old structures and the necessary dredging of the site has been handled by the Board's forces.

The main seawall is of a type which has not previously been used in San Francisco. It consists essentially of a series of pre-cast reinforced concrete caissons which are set approximately 15 feet apart, the openings between adjacent caissons being closed with pre-cast curved curtain walls. The caissons are 7.5 feet in thickness, 20 feet in width at right angles to the axis of the wall and from 54 feet to 57 feet in depth below the level of the deck.

The caissons are set in holes excavated in the hardpan, upon level beds of crushed rock. After setting, fifteen piles are driven in the bottom of each caisson and it is then filled with concrete. The tops of the caissons are anchored to the foundations by heavy reinforced concrete ties which extend entirely across the building. The curtain walls closing the spaces between the caissons are curved so as to act as vertical arches and the ends where they rest against the caissons are grouted so as to secure a uniform bearing.

The building foundations consist of concrete footings supported on clusters of piles which are driven through the sand fill and into the underlying hardpan. The majority of these heavy footings require the use of from 23 to 28 piles each and a total of 5400 piles will be used in this part of the work. The first floor over the outer half of the building is of



China Basin Terminal Completed Caissons.

flat slab construction and is supported by the column footings. The inner portion of the floor is to be laid directly on the fill and is not included in the existing contract.

The wharf adjoining the channel will consist of a series of arches supported by the caissons and will carry two railroad tracks. This wharf will be 1000 feet in length and the construction will permit of dredging to a depth of 36 feet at mean lower low tide.

The terminal building, which will serve as a combined transit shed and warehouse, was described as tentatively planned, in the last report. In preparing the working plans changes have been made which will add to the operating efficiency. The building as contemplated will be 812 feet in length and six stories in height. The width of the first floor will be 137 feet. At the level of the second floor the wall on the wharf side will be set back 20 feet providing a working platform of that width. This will permit of the landing of cargo direct from the ship and will facilitate the use of the second floor as an inbound transit shed. On the land side, also at the level of the second floor, the wall will be set back 15 feet so that all floors above the first will be 102 feet in width. Two depressed railroad tracks will be provided along the land side of the building. These two tracks as well as the first floor extension, will be covered at the second floor level by an elevated driveway which will be reached by a ramp from the street level. This will make the second floor directly accessible to trucks and will permit of the handling of cargo to and from the upper floors without congesting the first floor driveway or interfering with the loading or discharging of cars.

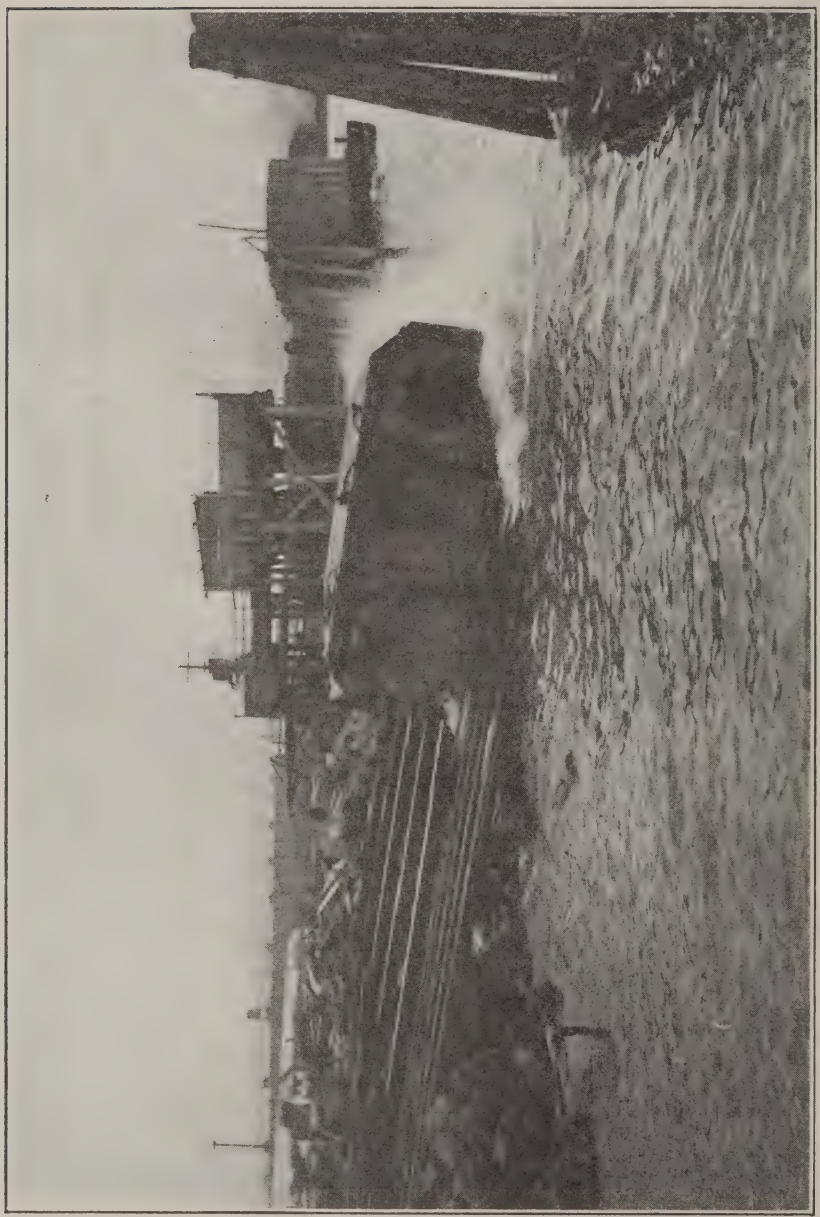
The terminal is being designed and constructed so as to permit of the installation of gantry cranes and roof cranes which will land cargo from the ship directly on any floor of the building. It will also be equipped with the necessary elevators, spiral chutes and other modern warehouse equipment. The structures throughout are being constructed of reinforced concrete. The cost of the substructure will be about $950,000 and of the entire terminal approximately $2,300,000.

3. MAINTENANCE AND REPAIRS.

On account of the increased work of this department and the insufficient size and power of the launch *James N. Gillett, Jr.*, it has been increasingly evident for some time that a new tug boat was required. Plans and specifications were therefore prepared and in December, 1921, contracts were awarded for the construction of a combination towing and inspection launch. This boat, the *Governor Stephens*, is 57 feet in length over all, with a beam of 16 feet and a draft of 6 feet. It is equipped with a 100-horsepower full Diesel engine, which furnishes ample towing power for the moving of floating equipment.

During March and April, 1922, our creosoted pile boom and material yard were moved from rented land on Hunter's point to a site adjacent to Islais Creek and the vegetable oil plant. The arrangement and accessibility of the new boom and yard have materially increased the efficiency of the department.

In addition to the regular miscellaneous maintenance and repair work on the various structures, the largest repair jobs handled by the department were the repiling of portions of Piers 9, 19, 21 and 25; the reconstruction of the railroad tracks on Piers 7 and 25 and the rebuilding of the dolphin between Ferry Slips 4 and 5.



Launching Caisson.—China Basin Terminal.

Repairs required on account of damage to the structures by steamships, barges, ferry boats, etc., are constantly being made and billed against those causing the damage. Many jobs of construction work are also done for the account of our tenants. The revenues from these sources, which should be credited to the department, amounted during the last two years to $100,642.73.

4. BELT RAILROAD.

The most important construction work on the Belt Railroad during the two fiscal years consisted in the reconstruction of the main line and connections between Greenwich and Kearny streets. This involved the replanning of the entire track layout, the removal of the existing tee rail tracks in The Embarcadero and the laying of new main tracks and connections to the piers, industry tracks and local yards of the Western Pacific and Santa Fe railways. While the changes did not add materially to the mileage of the Belt Railroad, the rearrangement will greatly increase the efficiency of operating. The plans were prepared by the engineering department and the construction work was done by the forces of the Belt Railroad.

5. PAVING.

The paving done during the biennial period consisted of maintenance work necessitated by ordinary wear and by repair and reconstruction of the Belt Railroad; major repairs to bituminous pavements on the piers and wharves and on The Embarcadero; the paving of new structures; and the replacement of block pavement with bituminous pavement on a portion of Pacific street and The Embarcadero. The work on Pacific street extended from The Embarcadero to Davis street and provides, in conjunction with the reconstruction farther west by the city of San Francisco, a well surfaced main thoroughfare leading to the waterfront. The work in The Embarcadero extended along the new bulkhead wharf from Pier 3 to Pier 7. As in the past the ordinary maintenance and repair work was done by our own forces and the major repairs to bituminous pavements and the construction of new pavement, by contract.

6. ELECTRICAL.

Following the established policy of the Board, all electrical work on the waterfront was done during the biennial period by our electrical department. This included both new installations and such maintenance and repairs as were necessary.

The wiring and installing on the piers of receptacles for the purpose of furnishing power on the piers and light and power on the ships was extended to cover Piers 19, 20, 26, 27, 28, 35, 37 and 39. Piers 5, 19, 27 and 39 were also entirely rewired in conduit.

New panel boards were installed in the Ferry Building in order to provide for increased service and part of the existing boards were rebuilt and rewired.

7. DREDGING.

At the time the last report was presented it was stated that the third watch which was started in May, 1920, could be laid off after three months. During the biennial period, however, it became necessary to dredge a large area in Central Basin, Channel street between the Bay and

China Basin Terminal—Setting Caisson.

Sixth street and the site of the China Basin Terminal. This extra work in conjunction with the regular maintenance dredging necessitated again starting the third watch in May, 1921. Since that time three watches have been operating continuously.

The increasing age and length of service of the dredging equipment has, for several years, been evidenced by the extensive repairs which have been required during the annual overhauling. This has been especially true of the mud scows. It may be expected that within a comparatively short time the cost of these repairs will increase to such an amount that it will be economy to construct new scows for regular service, retaining the old ones for emergency duty.

8. TESTING.

The testing laboratory continued to function satisfactorily during the biennial period and again amply justified its existence. As in the past, all materials of construction were carefully inspected and tested and this accounts very largely for the uniformly good results obtained, particularly with reinforced concrete. With the beginning of construction of the China Basin Terminal the work of the laboratory became increasingly important.

During the last two years the department has continued the testing of cement, concrete and steel for the State Department of Engineering, now the Department of Public Works. Our testing engineer has also served in an advisory capacity to the construction engineer of the State Building in the Civic Center in connection with the selection, proportioning and placing of concrete materials. Concrete samples from buildings which were under construction at public institutions in various parts of the state were tested and reported upon.

9. DESIGNING AND DRAFTING.

The principal items of construction, plans for which were prepared by our designing and drafting force, have already been mentioned. The permanent records of the department have also been kept up to date and made more comprehensive.

In addition to many preliminary sketches and estimates and smaller routine work, the following plans were prepared:

Pier 34, Extension.

Widening of Pier 34 on the south side with a depressed track connected with the Belt Railroad; extension of timber and creosoted piles 10 feet by 650 feet.

Pier 22, Extension.

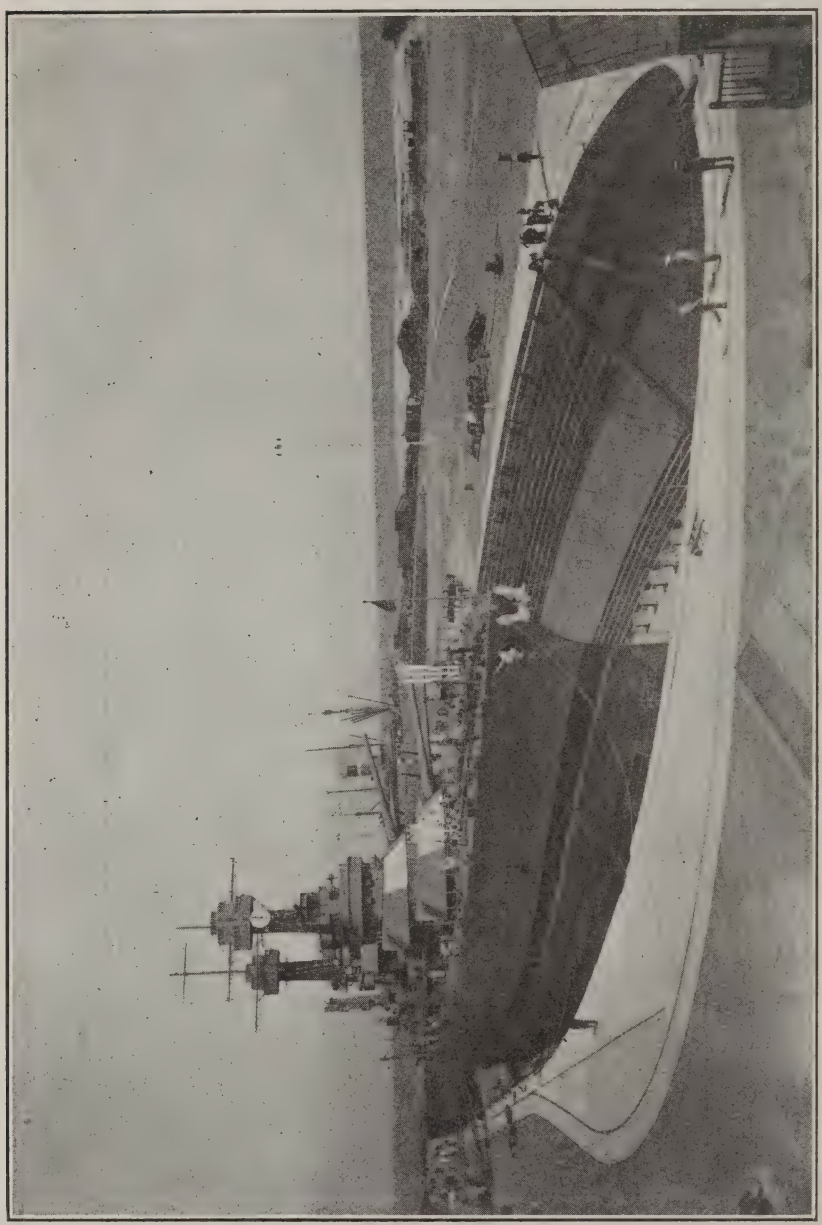
An addition to the pier at the outer end, 127 feet by 320 feet, of timber and creosoted piles with a wooden shed.

Pier 44, Extension.

An addition to the pier at the outer end extending to the pierhead line, 146 feet by 148 feet, of timber and creosoted piles with a two-story timber shed.

Launch Office.

A launch office and shop on the bulkhead wharf between Piers 20 and 22.



The dreadnaught "California" in graving dock of Bethlehem Shipbuilding Corporation, Ltd.

Post Office.

Several plans for the enlargement of the post office south of the Ferry Building.

10. RECOMMENDATIONS.

In the last report, several projects were recommended for your consideration and of these the most important were carried out or begun during the two years following. At this time I wish to mention two projects which might profitably be started during the current biennial period:

China Basin Terminal.

The substructure for the China Basin Terminal will be completed during 1923, and the plans for the superstructure will also be prepared. Before the completion of the substructure the financing of the construction of the terminal building should be so arranged that there will be no delay in proceeding with its erection.

Islais Creek—India Basin Development.

While this project is one which will entail a large expenditure extending over a considerable period of time, the work must be proceeded with comparatively slowly on account of the nature of the materials at the site. For this reason work on the project should be started some time before the need for it becomes acute and its development should be carried out gradually, allowing ample time for the settlement and compacting of the fill before beginning the erection of structures thereon.

11. GENERAL.

In order that the waterfront between the Western Sugar Refinery and Hunter's Point may be accessible to shipping in the event of its development, considerable dredging will be required. In 1920 your Board, together with other interested parties, asked the federal authorities to have this section of the bay dredged from the pierhead line to deep water. The matter was referred to the district engineer of the War Department who, after a public hearing, reported adversely. As the project was believed to be of vital importance your Board instructed me to present the matter before the Board of Engineers in Washington. I appeared before the board on March 29, 1921, with Senator Samuel Shortridge and Congressman John I. Nolan, and at the same time communications were presented from the Chamber of Commerce of San Francisco and from others interested. The hearing resulted in the district engineer being instructed to prepare a detailed estimate and report. This report has been withheld by the district engineer at the request of ourselves, the Western Pacific Railroad and the Chamber of Commerce, pending negotiations which are under way with the private property owners in the vicinity, regarding cooperation in the project.

Following the hearing in Washington, I went to Baltimore, Philadelphia, New York, Boston and New Orleans in order to inspect and study the recent harbor development at these ports, particularly the army supply bases, in connection with the designing of the China Basin Terminal.

In the summer of 1920, a body known as the San Francisco Bay Marine Piling Committee was organized for the purpose of carrying on an investigation of the marine borer problem in this vicinity. From the beginning your Board has been a substantial contributor to the funds of the committee. The investigation has included the chemical, biological and engineering phases of the problem and substantial progress has been made. To a certain extent, materials and methods of construction have been improved and standardized so as to materially prolong the life of marine structures. The work attracted so much favorable attention that it was taken up by the National Research Council, which has started a nation wide program of investigation along the lines inaugurated by the San Francisco Bay Committee. It is expected that in the near future the council will make a contribution to the funds of this committee for the purpose of carrying on certain research work in connection with the problem.

In concluding this report I desire to express my appreciation of the support accorded to me by the Board in connection with the work of the biennial period and also to commend the faithful cooperation of all employees of the department.

Respectfully submitted.

FRANK G. WHITE,
Chief Engineer.

PART III.

REPORT OF SUPERINTENDENT OF THE BELT RAILROAD.

REPORT OF SUPERINTENDENT OF STATE BELT RAILROAD.

To the Honorable Board of State Harbor Commissioners,
San Francisco, California.

GENTLEMEN: I herewith submit biennial report of the operation of the Belt Railroad for the period beginning July 1, 1920, and ending June 30, 1922.

Operation.

As in former years, the Belt Railroad has continued giving switching service twenty-four hours daily, with the exception of Sundays and legal holidays, when service is rendered to piers and industry tracks from midnight until 8 a.m. only; although special engine service between the hours of 8 a.m. and 12 p.m. is given upon request, an extra charge to cover the additional expense being collected.

The number of switching crews employed has varied between eight and fourteen, according to the fluctuation of business. The maximum number is maintained throughout the period of heavy receipts of California products, such as grapes, dried fruit, etc., when the number of loaded cars moving in and out of the waterfront will approximate 12,000 monthly.

During the biennial period the number of cars handled for the four connecting trunk lines compares well with preceding years, while the expense of operation will show material economies affected along varied lines. Early in the year 1921 the Belt Railroad provided facilities for interyard movement of merchandise by furnishing standard boxcars at a minimum rental charge, and extensive use of this convenience is made by industries, shipping firms and stevedores. The expeditious transfer of commodities on the waterfront, at minimum expense, thus made possible, is greatly appreciated and the business developed is increasing monthly.

Since February, 1921, the Belt box cars have been rented some seven hundred times. Incidentally, this movement has increased the Belt Railroad revenue by $6,000 in rentals and switching charges, such revenue being created solely through our ability to furnish the desired equipment.

Another convenience afforded local shipping interests, warehouses and commercial firms is the service given by the Belt locomotive crane of fifteen tons lifting capacity. This crane has done excellent work, at nominal expense, for many piers and industries during the biennial period. It has also proven useful in many ways on our own work, in reconstruction of tracks, switching cars used in track maintenance, and in heavy lifts for our mechanical department, such as setting locomotive driving wheels, boilers and truck frames. Since this crane was added to our equipment in May, 1919, the receipts for its rental have approximated $5,300 while the upkeep and repair cost is light, such work being handled by our mechanics in conjunction with their work on locomotive repairs.

As regards the revenues of the Belt Railroad, I may say that the line has been more than self-sustaining during the past two years, the uniform switching rate of $3.50 per loaded car, established November 1,

1920, covering all outlays. In view of the moderate cost of switching facilities afforded to the industrial community of this port, and the length of haul given, the showing is very satisfactory. A careful and exhaustive review of switching roads throughout the United States, compiled by one of the principal traffic bureaus, places the State Belt Railroad far in the lead as regards punctuality and frequency of the switching service given.

Construction.

The provision made for storage of cars in previous years has proven adequate for all needs, while the team trackage also affords ample facilities to shippers and consignees.

Extensive reconstruction of the entire Belt trackage between Lombard and Kearny streets was undertaken at the close of the year 1921 and is now approaching completion. Upon conclusion of this work the Belt Railroad will operate four parallel tracks on The Embarcadero between Lombard street and Bay street, greatly facilitating switching to piers and railroad yards in that section, besides permitting at the same time, through movement of trains on the main lines. These facilities should accommodate all traffic for many years to come without further expenditures.

The trackage constructed during the biennial period increased the mileage of the Belt Railroad to 54.62 miles. The removal of the old trestle between Larkin street and Van Ness avenue, leading to the Fort Mason tunnel, has greatly improved the trackage connecting the Belt system with the government piers and warehouses and transport docks at the foot of Laguna street, and the Presidio, which is the government base.

Recommendations.

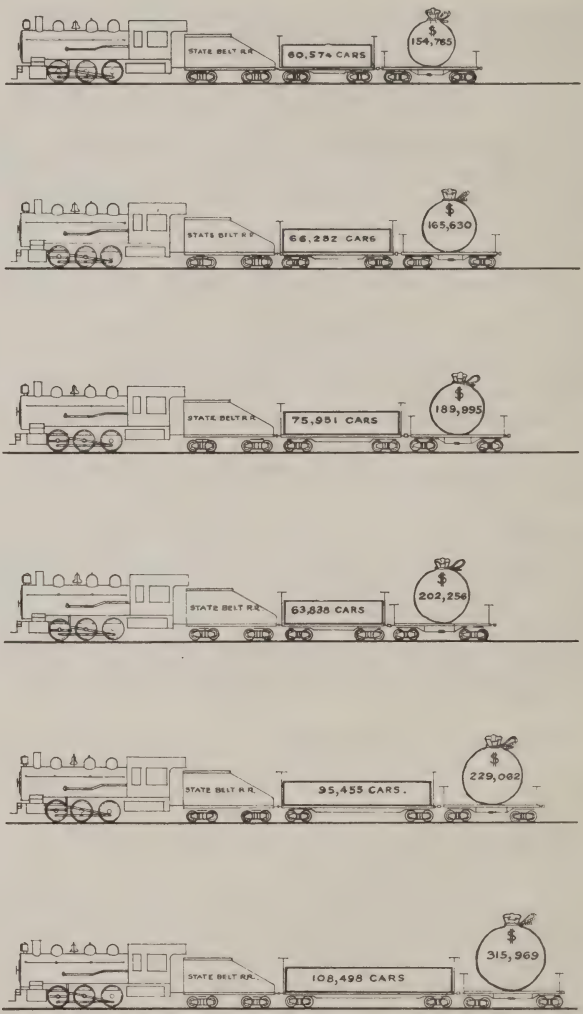
The four old-type flat cars now owned by the Belt Railroad are inadequate for our present needs, and I recommend their substitution by four steel frame flat cars of standard construction and fifty tons capacity. With this equipment we will be in position to handle our track work, as well as provide means for moving heavy machinery between points on our rails.

Respectfully submitted.

FRED E. STEWART,
Superintendent.

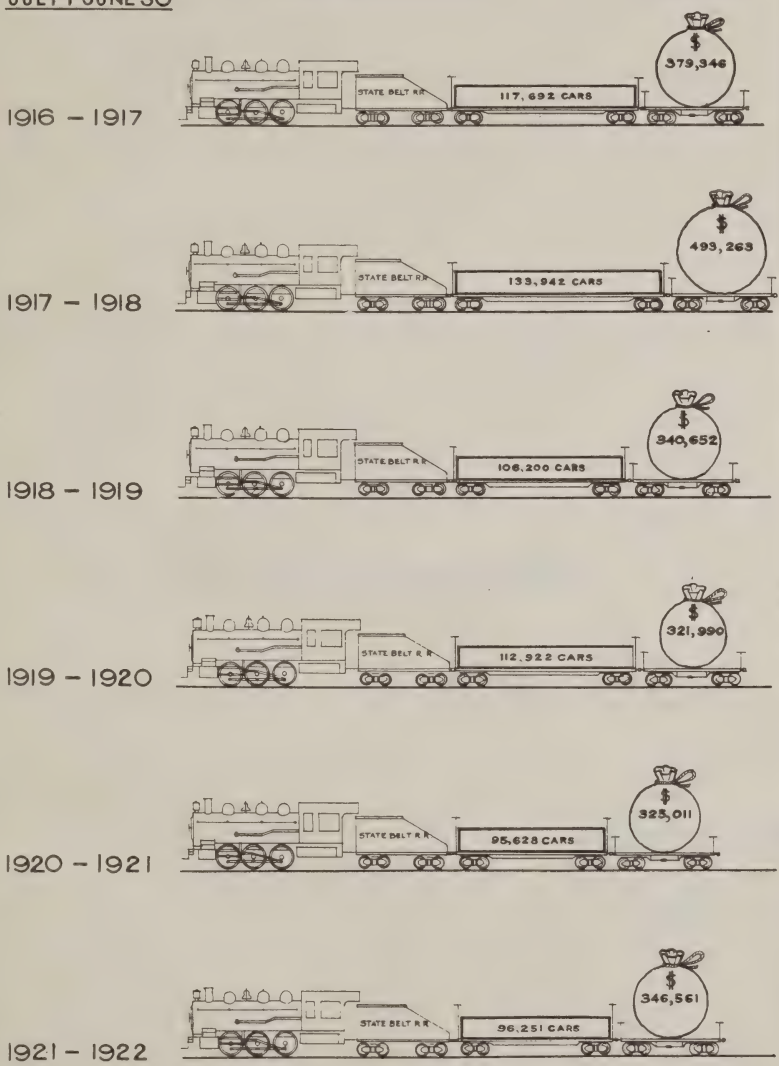
COMPARATIVE DIAGRAM SHOWING REVENUE & NUMBER OF LOADED CARS HANDLED ON BELT R.R., SINCE 1910

FISCAL YEAR JULY 1-JUNE 30	★ LOADED CARS HANDLED	REVENUE
1910 – 1911	60,574 CARS	$154,765
1911 – 1912	66,282 CARS	$165,630
1912 – 1913	75,951 CARS	$189,995
1913 – 1914	63,838 CARS	$202,256
1914 – 1915	95,453 CARS.	$229,082
1915 – 1916	108,498 CARS	$315,969



★ Empty cars handled free, not included in above figures.

COMPARATIVE DIAGRAM SHOWING REVENUE & NUMBER OF LOADED CARS HANDLED ON BELT R.R., SINCE 1910



★ Empty cars handled free, not included in above figures

PART IV.

REPORT OF ATTORNEY.

UNIVERSITY OF ILLINOIS L...
JUN 4 1923

REPORT OF ATTORNEY.

To the Honorable,

The Board of State Harbor Commissioners.

GENTLEMEN: My report from July 1, 1920 to July 1, 1922, is as follows:

I have drawn for the Board nine contracts which were executed and carried out, involving the sum of $953,347.50.

The following is the history of litigation during the period mentioned:

1. *Henry Cowell Lime and Cement Company* vs. *State of California and members of the Board of State Harbor Commissioners.* This is an action involving a portion of land claimed by the Board as the westerly line of The Embarcadero and by the plaintiff as the easterly line of its property. The action is pending before Judge Murasky of the Superior Court. Under submission.

2. *Leslie Decot* vs. *J. H. McCallum, Harry H. Cosgriff and Miles Standish, as members of and constituting the Board of State Harbor Commissioners of the State of California.* Mandamus proceedings to compel the Board to pay certain dredgermen for certain holidays upon which they did not work, the Board contending that these particular holidays were expressly excluded from those designated by the dredgermen as non-working holidays. The case was dropped from the court calendar on May 3, 1921.

3. *The United States of America* vs. *John H. McCallum, Fred S. Moody and Harry H. Cosgriff, constituting the Board of Harbor Commissioners of the State of California operating the State Belt Railroad.* Action brought in the District Court of the United States for the Northern District of California, Southern Division, for the sum of two hundred dollars for violation of Act of Congress known as the "Safety Appliance Act," plaintiff contending that defendants are common carriers engaged in interstate commerce. The action is still pending.

4. *People of the State of California, ex rel Board of State Harbor Commissioners* vs. *Southern Pacific Company,* before the Railroad Commission of the State of California, involving respective rights of plaintiff and defendant over drawbridge on Channel street. Dismissed without prejudice on April 18, 1922, on the ground that the Railroad Commission had no jurisdiction to decide the moot question involved.

5. *William Hartigan* vs. *Board of State Harbor Commissioners.* Action brought in the Superior Court for reinstatement of plaintiff to position as switchman, from which position he was suspended on January 26, 1922, after charges filed with Civil Service Commission. Judgment was in favor of defendants.

Different departments under the Board have received almost daily advice and counsel on matters involving jurisdiction, dockage, tolls and demurrage.

Respectfully submitted.

DANIEL A. RYAN,

Attorney.

PART V.

REPORT OF SECRETARY.

REPORT OF SECRETARY.

San Francisco, September 1, 1922.

To the Honorable,

The Board of State Harbor Commissioners.

GENTLEMEN: I herewith submit my report for the biennial period from July 1, 1920, to June 30, 1922, consisting principally of the financial statements as prepared by the accounting department, outlined in the compendium of financial report which immediately precedes the statements and which needs no further comment.

In addition, and as a part of this report, there is shown a detailed list of all contracts entered into by the Board during the biennial period; also detailed Statements of Exports and Imports, as well as intercoastal cargoes passing through the port of San Francisco, as prepared by this department.

These comprise my report and in presenting it I desire to acknowledge with grateful appreciation, the cooperation and efficient service of all employees of the Secretary's office during the past two years and, most particularly, that of Mr. H. J. Frederick, chief accountant.

Death took from the department during the period, two old and valued employees and in the readjustment that followed, but one man was replaced, and the work has progressed in a thoroughly efficient manner.

Respectfully submitted.

HILDA GOHRMAN,

Secretary.

COMPENDIUM OF FINANCIAL REPORT.

EXHIBIT A—Comparative Balance Sheet, as of June 30, 1922, and June 30, 1921.

Schedule 1—Fort Mason Tunnel Account.

Schedule 2—Analysis of Property and Equipment, showing comparative value of Real Estate, Piers and Wharves, Buildings, Equipment, etc.

EXHIBIT B—Comparative Statement of Revenue and Expense, as of June 30, 1922, and June 30, 1921.

Schedule 1—Comparative Statement of Operating Revenue and Expense.

Schedule 2—Analysis of Revenue from Operation.

Schedule 3—Analysis of Expense of Operation.

Schedule 4—Comparative Statement of Revenue and Expense of the Belt Railroad, as of June 30, 1922, and June 30, 1921.

The accounts are self-explanatory, but the following resume might be of interest:

Exhibit A shows, in comparative form, the financial condition of the Board of State Harbor Commissioners as of June 30, 1922.

Schedule 1 of Exhibit A, Fort Mason Tunnel Account, shows that there has been realized toward the payment of the cost of the tunnel, between the date of acceptance, October 22, 1914, and June 30, 1922, $86,654.31, of which $21,409.03 has been realized during the biennial period. The reduced amount of the 1922 period from the 1921 period is due to lessening of activities by the War Department.

Schedule 2 is an analysis or inventory of property and equipment under the jurisdiction of the Board of State Harbor Commissioners as of June 30, 1922, and June 30, 1921, showing comparative values of real estate, piers, wharves, buildings, equipment, etc., in a sum total of $23,268,105.19. These figures show the actual cost to the Board to construct or purchase and do not include the value of any land upon which structures are located with the exception of lands at Islais Creek and India Basin. The appraised value of seawall lots is $5,530,743.50 and 50 acres in China Basin and Central Basin are appraised at a value of $1,900,000, which amounts do not appear in the inventory of property.

Exhibit B is a statement in comparative form of revenue and expense and shows a revenue surplus from operation as of June 30, 1922, of $530,813.03, and of June 30, 1921, of $666,782.07. The decrease in net revenue as shown by the period ending June 30, 1922, from the 1921 period is evidenced mainly in the "Expense of Operation" section. While general and operating expense was lower the cost of repairs and maintenance was considerably higher, which is detailed in Schedule 3 of this exhibit. In the revenue section the Belt railroad, rentals and tolls show substantial increases while dockage shows a decrease due to the fact that dockage on car ferry boats was charged in the 1921 period, but later agreement with the railroad companies charges were not assessed. In the section of fixed charges additional interest on account increase in amount of Third San Francisco Seawall Bonds outstanding.

Schedule 1 of Exhibit B shows comparison of revenue with offsetting expense by particular location.

Schedule 2—Analysis of Revenue from Operation details the various sources of revenue by particular location.

Schedule 3—Analysis of Expense of Operation details the expense by particular location.

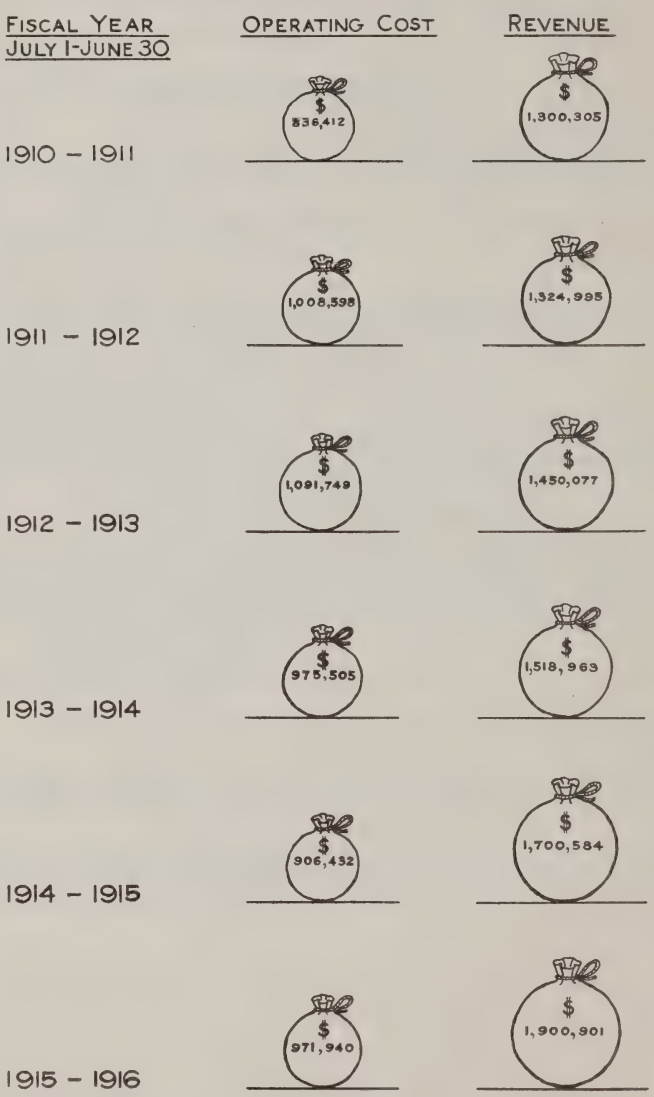
Schedule 4—Comparative Statement of Revenue and Expense of Belt Railroad.

The year just closing shows a decided gain over the period of 1921 due mainly to an increase of rate of local switching from $3 to $3.50 per car and to decrease in expense: Maintenance of Equipment and Operating Expense. The Operating Expense section being the more noticeable due to decreased cost of fuel oil and water for locomotives and in Train and Enginemen expense.

Appended is also an auxiliary statement showing the properties acquired during the biennial period, showing an expenditure of $924,000 during the two years for property and equipment. Of this amount $92,503.18 was from bond funds, the balance, $831,496.82, being from operating revenue.

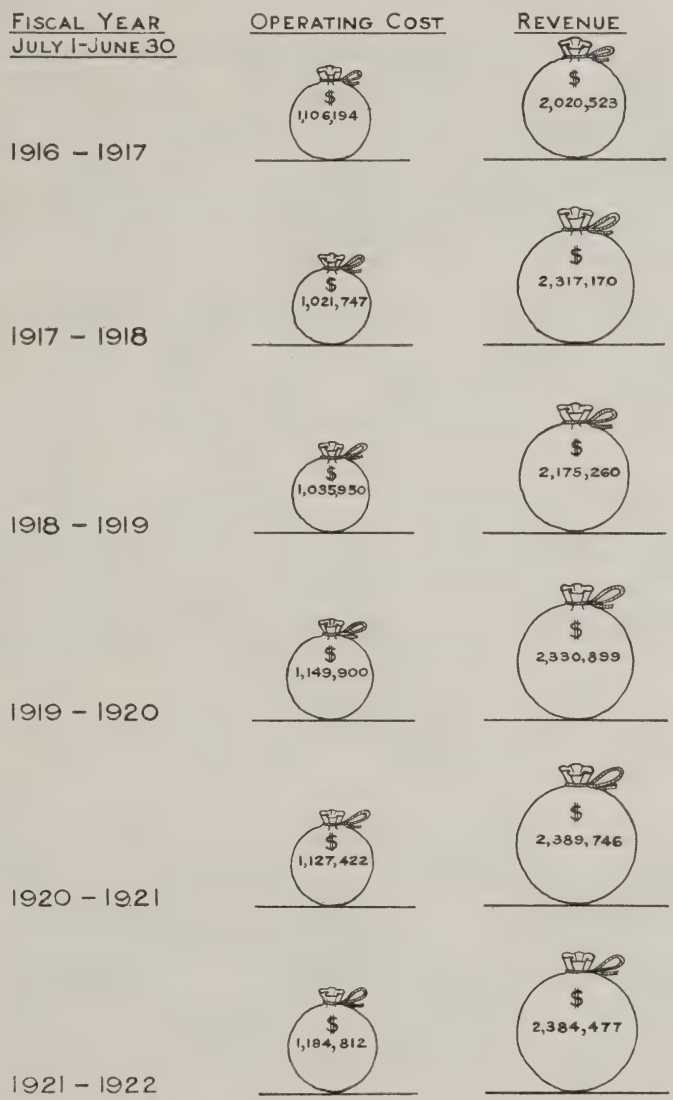
For further information a list of tenants of the Ferry Building is shown, with their monthly rentals.

COMPARATIVE DIAGRAM SHOWING REVENUE & COST OF OPERATION OF PORT FACILITIES, SINCE 1910



In addition to the Cost of Operation, the Revenue must provide for:—
Interest on all Harbor bonds outstanding,
Sinking fund for Harbor bonds outstanding,
Depreciation if of a nature not possible to make good by repairs.

COMPARATIVE DIAGRAM SHOWING REVENUE & COST OF OPERATION OF PORT FACILITIES, SINCE 1910



In addition to the Cost of Operation, the Revenue must provide for:–
Interest on all Harbor bonds outstanding,
Sinking fund for Harbor bonds outstanding,
Depreciation if of a nature not possible to make good by repairs.

BOARD OF STATE HARBOR

Comparative Balance Sheet as of

REVENUE

OPERATING ASSETS	June 30, 1922		June 30, 1921	
San Francisco Harbor Improvement Fund		$497,413 62		$381,503 95
With State Treasurer	$296,898 99		$166,926 91	
With Anglo and London-Paris National Bank	197,514 63		211,577 04	
Office Revolving Fund	3,000 00		3,000 00	
Accounts receivable	$154,303 94	136,509 80	$198,517 99	180,723 85
Less reserve for doubtful accounts	17,794 14		17,794 14	
Fort Mason Tunnel Account		186,495 07		189,995 30
Inventories—				
Materials and supplies	$198,003 12	200,228 05	$209,890 51	212,143 97
Work in process	2,224 93		2,253 46	
Deferred charges		21,618 39		15,399 50
Prepaid fire insurance	17,777 28		8,802 31	
Undistributed expense	3,841 11		6,597 19	
Totals		$1,042,264 93		$979,766 57

CURRENT BOND

Bond Issue Funds		$909,847 71		$2,350 89
Second San Francisco Seawall Fund	$1,000 00		$1,000 00	
Third San Francisco Seawall Fund	908 396 43		899 61	
India Basin Fund	451 28		451 28	
Sinking Fund		316,550 40		306,950 42
For bond maturities	$58,723 74		$62,890 42	
For bond interest maturities	257,826 66		244,060 00	
Totals		$1,226,398 11		$309,301 31

PROPERTY

Property and equipment		$23,268,105 19		$22,732,368 04
Balance beginning of fiscal period	$22,732,368 04		$22,339,649 10	
Property acquisition current years—				
From revenue accounts	445,336 49		386,160 33	
From bond accounts	92,503 18		None	
	$23,270,207 71		$22,785,809 43	
Less current year losses	2,102 52		53,441 39	
Totals		$23,268,105 19		$22,732,368 04

TRUST

Trust cash		$631 45		$707 89
Guarantee deposits	$612 25		$618 25	
U. S. Government tax deposits	19 20		89 64	
Trust accounts receivable			67 70	67 70
Totals		$631 45		$775 59

COMMISSIONERS EXHIBIT A.

June 30, 1922, and June 30, 1921.

ACCOUNTS

OPERATING LIABILITIES	June 30, 1922		June 30, 1921	
Accounts payable		$108,118 60		$100,800 84
San Francisco Harbor Improvement Fund claims	$108,118 60		$100,800 84	
Deferred credits to revenue		116,068 77		202,856 76
Unearned prepaid rentals	$116,068 77		$202,856 76	
Revenue surplus		$818,077 56		$676,108 97
Balance beginning fiscal period	$676,108 97		$377,332 02	
Add adjustment of prior revenue	6,487 05		19,155 21	
	$682,596 02		$396,487 23	
Current revenue surplus, exhibits "B"	580,818 03		665,782 07	
	$1,263,414 05		$1,062,269 30	
Less expended for property and equipment	445,336 49		386,160 33	
Totals		$1,042,264 93		$979,766 57

ACCOUNTS

Accounts payable from bond funds		$1,000 00		$1,000 00
Second San Francisco Seawall Fund claims	$1,000 00		$1,000 00	
Sinking Fund liabilities		316,550 40		306,950 42
Matured bonds	$58,723 74		$62,890 42	
Matured bond interest	257,826 66		244,060 00	
Current bond funds surplus		908,847 71		1,350 89
Balance beginning fiscal period	$1,350 89		$1,350 89	
Bonds sold during period	1,000,000 00		None	
	$1,001,350 89			
Less expended for property and equipment	92,503 18			
Totals		$1,226,398 11		$309,301 31

ACCOUNTS

Bonded indebtedness		$13,024,276 26		$12,140,109 58
San Francisco Seawall Bonds, outstanding, unmatured	$171,276 26		$287,109 58	
Second San Francisco Seawall Bonds outstanding	9,000,000 00		9,000,000 00	
Third San Francisco Seawall Bonds outstanding	3,000,000 00		2,000,000 00	
India Basin Bonds outstanding	853,000 00		853,000 00	
Reserve for depreciation of property		900,000 00		600,000 00
Property surplus		9,343,828 93		9,992,258 46
Totals		$23,268,105 19		$22,732,368 04

ACCOUNTS

Trust liabilities		$631 45		$775 59
Special deposits	$612 25		$618 25	
U. S. Government tax charges	19 20		157 34	
Totals		$631 45		$775 59

FORT MASON TUNNEL ACCOUNT—EXHIBIT A. SCHEDULE 1.

Analysis of account showing liquidation to June 30, 1922, of the cost of that section of the Fort Mason Tunnel within the confines of the Fort Mason Military Reservation in accordance with the agreement between the Board of State Harbor Commissioners and the United States Government.

EXCERPTS FROM AGREEMENT REFERRED TO:

Section 3. "That all freight of the United States, or freight originating or incident to any portion of the region to the east or west of Fort Mason passing through the tunnel shall pay, in addition to an equitable track and switching charge, a tunnel charge of $10 per car."

Section 5. "All tunnel charges shall be applied toward paying the cost of the work * * * including interest at 5 per cent per annum, and as soon as that sum has been paid said charges will cease and thereafter there shall be no further tunnel charges. If unforeseen or unusual conditions or accidents shall at any time make a further charge necessary or equitable it shall be governed by additional regulations of the Secretary of War."

	Cost	Interest Charges	Tunnel Toll Credits	Balance
Cost of that section of the tunnel within the confines of the Fort Mason Military Reservation—per Chief Engineer's figures at date of acceptance, October 22, 1914	$273,149 38			
June 30, 1915		$9,446 42	$8,500 00	$274,095 80
June 30, 1916		13,704 79	18,155 00	269,645 59
June 30, 1917		13,482 28	14,705 00	268,422 87
June 30, 1918		13,421 14	33,970 00	247,874 01
June 30, 1919		12,393 70	40,340 00	219,927 71
June 30, 1920		10,996 39	23,020 00	207,904 10
June 30, 1921		10,395 20	28,304 00	189,995 30
June 30, 1922		9,499 77	13,000 00	186,495 07
Totals	$273,149 38	$93,339 69	$179,994 00	$186,495 07

BOARD OF STATE HARBOR COMMISSIONERS—EXHIBIT A. SCHEDULE 2.

Analysis of property and equipment as of June 30, 1922, and June 30, 1921, showing comparative values of real estate, piers and wharves, buildings, equipment, etc.

	Balance June 30, 1922	Balance June 30, 1921
Real estate purchased—		
El Embarcadero, foot of Harrison street	$25,000 00	$25,000 00
India Basin	852,548 72	852,548 72
Total real estate	$877,548 72	$877,548 72
Seawall lots—		
Seawall Lot C—cost of filling	$7,732 93	$7,732 93
Seawall Lot 21—cost of filling	891 22	891 22
Total seawall lots	$8,624 15	$8,624 15
Piers and wharves—		
Fishermen's wharves and basin	$129,664 37	$128,837 31
Pier No. 43	107,078 43	107,078 43
Pier No. 41	403,258 33	402,560 84
Pier No. 39	565,494 16	561,006 25
Pier No. 37	400,706 64	397,047 96
Pier No. 35	640,174 76	637,052 22
Pier No. 33	586,558 76	579,993 18
Pier No. 31	610,599 52	610,368 07
Pier No. 29	543,311 41	543,209 46
Pier No. 27	267,590 89	328,319 30
Pier No. 25	337,392 54	275,347 17
Pier No. 23	118,683 57	91,212 89
Pier No. 21	208,726 03	181,255 36
Pier No. 19	113,833 05	88,177 56
Pier No. 17	303,658 25	303,658 25
Pier No. 15	168,145 77	168,145 77
Pier No. 11	216,111 52	216,111 52
Pier No. 9	87,902 39	87,902 39
Pier No. 7	195,075 92	195,075 92
Pier No. 5	187,166 17	153,862 34
Pier No. 3	491,562 04	491,562 04
Pier No. 1	13,266 50	13,209 02
Pier No. 14	78,538 97	78,538 97
Pier No. 16	244,834 36	244,834 36
Pier No. 18	249,879 25	249,879 25
Pier No. 20	181,933 22	181,933 22
Pier No. 22	120,474 91	119,835 47
Pier No. 24	226,631 64	226,631 64
Pier No. 26	665,241 25	661,118 60
Pier No. 28	453,611 51	451,299 51
Pier Nos. 30 and 32	1,275,008 89	1,275,008 89
Pier No. 34	168,853 87	168,090 76
Pier No. 36	416,323 37	416,323 37
Pier No. 38	363,311 67	363,311 67
Pier No. 40	368,884 87	368,884 87
Pier No. 42	292,333 20	292,333 20
Pier No. 44	221,853 44	221,149 93
Pier No. 46	339,579 99	334,235 43
Second Street Wharf	6,997 00	6,997 00
Berry Street Wharf	45,934 72	45,934 72
Channel Street wharves	33,000 00	33,000 00
China Basin wharves	31,646 31	31,339 80
Pier No. 54	284,059 95	284,059 95
Sixteenth Street Wharf	95,511 28	95,511 28
Central Basin wharves	102,511 00	102,511 00
Islais Street Wharf	166,842 66	166,400 51

EXHIBIT A. SCHEDULE 2—Continued.

Analysis of property and equipment as of June 30, 1922, and June 30, 1921, showing comparative values of real estate, piers and wharves, buildings, equipment, etc.

	Balance June 30, 1922	Balance June 30, 1921
Piers and wharves—Continued—		
Bulkhead Wharf, Seawall Section D	$16,650 40	$16,600 66
Bulkhead Wharf, Seawall Section C	14,267 29	14,267 29
Bulkhead Wharf, Seawall Section A	4,200 00	4,200 00
Bulkhead Wharf, Seawall Section 2		
Bulkhead Wharf, Seawall Section 3		
Bulkhead Wharf, Seawall Section 4	32,064 00	32,271 39
Bulkhead Wharf, Seawall Section 5	2,160 00	2,160 00
Bulkhead Wharf, Seawall Section 6		
Bulkhead Wharf, Seawall Section 7	36,000 00	36,000 00
Bulkhead Wharf, Seawall Section 8	18,139 80	18,139 80
Bulkhead Wharf, Seawall Sections 11 and 11a	80,743 00	80,743 00
Bulkhead Wharf, Seawall Section 12	103,130 04	103 130 04
Bulkhead Wharf, Seawall Section 13	5,512 69	5,512 69
Passenger ferry slips—Union Depot	922,960 98	922,837 78
Car ferry slips, Powell street	283,069 60	283,069 60
Car ferry slips, China Basin	145,100 44	145,100 44
Total piers and wharves	$14,793,756 59	$14,644,189 34
Buildings—		
Barge office, Seawall Section B	18,714 20	18,714 20
Miscellaneous, Fishermen's Wharf	10,031 87	4,233 42
Booth market, Fishermen's Wharf	28,540 79	28,540 79
Free market, Fishermen's Wharf	1,292 42	1,292 42
Borzone market, Fishermen's Wharf	24,469 75	24,469 75
Boat builders' shop, Fishermen's Wharf	11,416 02	11,280 32
Wharfinger's office, Seawall Section 1	150 00	150 00
Miscellaneous sheds, Seawall Section 4	3,147 00	3,683 92
Miscellaneous buildings, Seawall Sections 5 and 6	1,213 81	1,213 81
Union Depot (includes Ferry Building extension, American Express building, etc.)	1,173,942 55	1,178,473 56
Concrete office buildings, Seawall Section 7	20,433 59	20,433 59
Post Office Building, Seawall Section 8	201,189 29	196,185 85
Southern Pacific Creek Route ticket office	3,032 78	3,032 78
Miscellaneous, Seawall Section 8	540 19	540 19
Wells Fargo Building, Seawall Section 9a	96,783 24	96,335 14
Launch offices, Seawall Section 9a	16,876 73	16,876 73
United States Naval Training Station Building, Pier 14	7,707 34	7,707 34
Miscellaneous, Seawall Section 9a		
Fire House, Seawall Section 9b	14,113 47	14,113 47
Miscellaneous, Seawall Section 9b	4,514 59	4,514 59
Miscellaneous, Seawall Section 12		
Miscellaneous, Seawall Section 13		
Miscellaneous, Central Basin	250 00	250 00
Platform, Seawall Lot No. 1		
Miscellaneous Buildings, Seawall Lot No. 4	199 74	199 74
Office buildings and platform, Seawall Lot No. 5	4,341 87	4,341 87
Shed and platform, Seawall Lot No. 11	2,926 30	2,926 30
Building and platform, Seawall Lot No. 12	10,295 64	10,295 64
Market Building, Seawall Lot No. 16	5,476 00	5,476 00
Miscellaneous, Seawall Lot No. 17	63 33	63 33
Bunkers foundation, Seawall Lot No. 25	2,473 49	2,473 49
Total buildings	$1,664,136 00	$1,657,818 24
Sewers and pavements—		
Sewers	$6,437 97	$6,437 97
Pavements on the Embarcadero	463,849 92	463,767 85
Pavements on streets adjoining Seawall lots	137,538 25	132,232 73
Total sewers and pavements	$607,826 14	$602,438 55

EXHIBIT A. SCHEDULE 2—Concluded.

Analysis of property and equipment as of June 30, 1922, and June 30, 1921, showing comparative values of real estate, piers and wharves, buildings, equipment, etc.

	Balance June 30, 1922	Balance June 30, 1921
Seawalls—		
Section E	$251 00	$251 00
Section D	384 48	384 48
Section B	114,601 18	114,601 18
Section A	85,614 53	85,614 53
Section 1	165,631 40	165,631 40
Section 2	167,504 09	167,504 09
Section 3	235,049 51	235,049 51
Section 4	240,872 01	240,872 01
Section 5	169,893 57	169,893 57
Section 6	126,779 73	126,779 73
Section 7	109,327 99	109,327 99
Section 8	80,000 00	80,000 00
Section 8b	111,629 12	111,629 12
Section 8a	86,008 09	86,008 09
Section 9a	383,666 03	383,666 03
Section 9b	317,615 63	317,615 63
Section 9	278,462 29	278,462 29
Section 10	116,414 75	116,414 75
Sections 11 and 11a	85,999 85	85,999 85
Section 12	97,249 95	97,249 95
Section 13	140,238 71	140,238 71
China Basin	1,383 60	1,383 60
Isla s street	825 38	825 38
Rock breakwater, Fishermen's Wharf	110,329 03	110,329 03
Total seawalls	$3,225,731 92	$3,225,731 92
General—		
Belt Railroad, roundhouse, shops, offices, main line tracks, yards, spurs, tunnels, etc.	$858,337 53	$749,210 46
Street lighting	121,014 72	120,473 26
Footbridge viaduct to Market street	48,250 10	48,250 10
Islais street vegetable oil plant	126,295 53	126,068 50
Miscellaneous (includes landing floats, pile boom, etc.)	23,811 32	20,008 42
Berry street and China Basin Terminal and Warehouse	252,282 99	15,552 67
Total general	$1,429,992 19	$1,079,563 41
Equipment—		
Ferry Building	$26,285 29	$26,137 65
Executive offices	15,997 30	11,782 33
Engineering Department	10,588 50	10,232 98
Purchasing Department	847 69	847 69
Electrical Department	27,629 71	22,175 64
Maintenance and Repair Department	95,774 03	93,132 31
Piers and wharves	1,802 93	1,729 98
Tugs and Dredgers Department	126,126 14	125,289 22
Belt Railroad	174,039 88	170,985 86
Automobiles	29,032 24	22,999 26
Fire Equipment	71,793 33	71,829 96
Cargo Handling	8,621 78	8,680 76
Vegetable Oil Plant, Islais street Vegetable Oil Barge "Mohican"	71,950 66	70,630 07
Total equipment	$660,489 48	$636,453 71
Total property and equipment—Exhibit A	$23,268,105 19	$22,732,368 04

BOARD OF STATE HARBOR COMMISSIONERS—EXHIBIT B.

Comparative statement of revenue and expense for fiscal years ending June 30, 1922, and June 30, 1921.

	Fiscal year ending June 30, 1922			Fiscal year ending June 30, 1921		
Revenue from operation		$2,384,477 54			$2,389,746 02	
Rentals	$1,153,395 78			$1,149,689 47		
Dockage	186,345 41			222,215 57		
Tolls	673,084 72			667,445 77		
Wharf demurrage	19,650 97			15,233 93		
Wharf storage	4,344 58			9,614 81		
Portable equipment rentals	585 61			534 97		
Belt railroad	346,561 35			325,011 50		
Islais Creek oil plant	509 12					
Expense of operation		1,184,812 56			1,127,422 36	
General and operating expense	$615,141 99			$694,919 01		
Repairs and maintenance	569,670 57			432,503 35		
Net operating revenue			$1,199,664 98			1,262,323 66
Miscellaneous receipts and adjustments		$26,049 07			$33,433 82	
Interest on bank balances	$4,884 90			$3,380 00		
Interest on Fort Mason Tunnel Account	9,499 77			10,395 20		
Cash discounts earned	2,873 97			1,481 99		
Sales of materials, damage charges, etc	4,632 39			16,207 95		
Adjustment of materials and supplies inventory	759 00					
Power service and current revenue	3,399 04			1,968 68		
Miscellaneous expenditures and adjustments		20,564 92			23,097 07	
Industrial accident compensation	$9,914 64			$11,972 67		
Fire insurance	10,650 28			10,984 56		
Adjustment of materials and supplies inventory				139 84		
Net miscellaneous revenue			5,484 15			10,336 75
Total net revenue			1,205,149 13			$1,272,660 41
Fixed charges			624,331 10			606,878 34
Accrued interest on bonds		$508,497 78			$490,420 00	
San Francisco Seawall Bonds	$11,600 00			$16,300 00		
Second San Francisco Seawall Bonds	360,000 00			360,000 00		
Third San Francisco Seawall Bonds	102,777 78			80,000 00		
India Basin Bonds	34,120 00			34,120 00		
Bond maturities		$115,833 32			$116,458 34	
San Francisco Seawall Bonds	$115,833 32			$116,458 34		
Current revenue surplus			$580,818 03			$665,782 07

BOARD OF STATE HARBOR COMMISSIONERS. EXHIBIT B. SCHEDULE 1.

Comparative statement of operating revenue and expense for fiscal years ending June 30, 1922, and June 30, 1921.

	June 30 1922		June 30, 1921	
	Revenue	Expense	Revenue	Expense
Sections B, C and D of the seawall	$25,583 46	$279 87	$20,073 88	$772 94
Fishermen's Wharf	20,537 74	8,896 68	21,633 24	8,985 35
Car ferry slips—Powell street	37,441 84	1,567 75	34,538 90	525 33
Pier No. 43	5,035 16	7,648 82	10,539 59	6,020 59
Pier No. 41	39,027 63	4,019 43	42,915 08	5,268 23
Pier No. 39	26,390 97	12,448 37	18,255 54	3,561 72
Pier No. 37	40 626 66	6,529 76	43,044 01	3,868 19
Pier No. 35	40,673 99	11,664 48	41,949 23	2,591 30
Pier No. 33	28,857 24	2 732 87	32,512 49	637 83
Pier No. 31	27,117 82	1,011 04	27,604 68	653 72
Pier No. 29	37,911 86	1,747 22	39,089 22	1,405 66
Pier No. 27	11,009 03	18,610 57	8,662 77	4,487 23
Pier No. 25	20,529 06	13,654 33	20,380 99	20,832 37
Pier No. 23	8,913 84	6,405 81	11,307 68	4,154 94
Pier No. 21	14,956 73	12,010 39	16,186 74	7,183 15
Pier No. 19	14 588 37	13,569 28	18,050 92	4,239 09
Pier No. 17	24,125 12	4,340 59	25,878 64	1,997 65
Pier No. 15	21,831 51	1,467 16	22,716 83	6,228 98
Pier No. 11	25,924 14	2,330 55	22,448 94	3,060 62
Pier No. 9	28,661 55	42,195 81	26,934 58	5,432 49
Pier No. 7	41,421 59	2,327 25	30,214 36	42,320 44
Pier No. 5	19,616 32	2 013 69	18 314 44	4,402 93
Pier No. 3	36,394 26	1,104 20	36,043 34	650 10
Pier No. 1a		3,947 64		2,252 25
Pier No. 1	16,145 99	1,039 44	16,314 76	2 150 61
Pier No. 14	49,727 40	8,869 44	48 961 56	7,330 77
Pier No. 16	31,738 80	11 816 87	32,953 32	6,818 85
Pier No. 18	29,867 18	15,609 41	32,014 21	2,873 03
Pier No. 20	20,605 20	7,264 11	19,644 03	10,595 71
Pier No. 22	21,788 45	2,616 43	16,435 23	1,719 57
Pier No. 24	28,956 00	6,453 33	31,072 02	4,866 79
Pier No. 26	38,733 82	5,147 62	47,680 03	8,022 66
Pier No. 28	33.925 74	3,440 97	28,025 43	3,811 04
Pier No. 30	60,783 91	5 820 55	77,704 18	3,947 53
Pier No. 32	41,681 95	12,336 20	55.063 81	6,232 75
Pier No. 34	24,820 01	3,904 76	28 954 30	583 65
Pier No. 36 and car ferry slip	36 266 68	12,285 54	31,406 51	6,490 51
Pier No. 38	25 669 24	5,648 83	27,277 43	7,785 99
Pier No. 40	20 238 14	6 651 18	19,152 97	963 13
Pier No. 42		2,172 52	26,905 51	864 85
Pier No. 44	58,550 53	2,568 37	29,649 60	1,658 03
Pier No. 46	44 292 91	3,761 91	51,756 82	1,770 10
Berry Street Wharf	7,768 67		8,962 17	144 90
Third Street Wharf		195 71	5 864 03	1 330 00
Channel Street wharves	12.280 96	10 460 90	13,372 44	4 346 20
China Basin wharves	44 057 69	6.262 77	45 311 28	10 632 26
Pier No. 54	42,835 66	279 43	33 049 30	319 06
Central Basin wharves and car ferry slip	100 463 55	19,158 32	102 453 91	8 896 56
Tulare Street Wharf	4,105 70		3 545 25	
Islais Street Wharf—outer	2 440 29	14 422 73	2 066 53	2 184 96
Islais Street Wharf—inner	6 172 35	1,375 16	10 326 85	979 75
Ferry Building (Union Depot) and ferry slips	442,638 97	195 073 89	422 397 81	150 040 10
Seawall lots and lands	174 558 11	4,451 30	170 603 40	2,047 83
El Embarcadero loop	15,000 00		15 000 00	
Miscellaneous rents	2,991 67		3 978 77	
Streets		52,874 08		67,969 19
Fog bells and underground system		5 274 56		5 822 32
Belt railroad	346 561 35	280 139 13	325,011 50	342 033 78
Tugs and dredgers		106 045 80		110 217 01
Wharfingers and collectors		46 742 92		48 425 58
Office, administrative and legal		84,167 72		102,277 58
Police and fire protection		15,791 94		19,063 72
Portable equipment	585 61	571 40	534 97	857 64
Islais Creek vegetable oil plant	509 12	3,616 50	11,000 00	2 76
Landing floats and pile drivers		1,988 56		6 832 59
General		35,988 70		22,979 90
Total operating revenue and expense, Exhibit B	$2,384,477 54	$1,184,812 56	$2,389,746 02	$1,127,422 36

BOARD OF STATE HARBOR COMMIS

Analysis of revenue from operation for fiscal

	Total		Rentals	
	June 30, 1922	June 30, 1921	June 30, 1922	June 30, 1921
Sections B, C and D of the s awall	$25,583 46	$20,073 88	$12 589 40	$10,529 40
Fishermen's Wharf	20,537 74	21,633 24	9,816 24	10,856 24
Car ferry slips—Powell street	37,441 84	34 538 90	420 00	270 00
Pier No. 43	5,035 16	10,539 59	1,350 00	1,350 00
Pier No 41	39,027 63	42,915 08	14 500 50	16,644 60
Pier No. 39	26,390 97	18 255 54	6 246 40	40 00
Pier No. 37	40,626 66	43,044 01	15 062 28	15,062 28
Pier No. 35	40,673 99	41,949 23	14,059 80	14 059 80
Pier No. 33	28,857 24	32,512 49	9,877 92	9,877 92
Pier No. 31	27,117 82	27,604 68	9,257 52	9 257 52
Pier No. 29	37,911 86	39,089 22	15 907 36	15,889 92
Pier No. 27	11,009 03	8 662 77	1 380 00	1,152 50
Pier No. 25	20,529 06	20,380 99	4 272 06	4,833 89
Pier No. 23	8,913 84	11,307 68	1,966 36	2,284 85
Pier No. 21	14,956 73	16 186 74	4,823 33	2 754 12
Pier No. 19	14,588 37	18,050 92	7,080 87	8 352 12
Pier No. 17	24 125 12	25,878 64	11 705 38	12,200 08
Pier No. 15	21,831 51	22,716 83	15,243 66	15,498 96
Pier No. 11	25,924 14	22,448 94	5,649 72	7,044 63
Pier No. 9	28,661 55	26,934 58	13 012 32	13,012 32
Pier No. 7	41,421 59	30,214 36	20,371 44	20,952 62
Pier No. 5	19,616 32	18 314 44	11,206 20	10,758 50
Pier No. 3	36,394 26	36,043 34	21,520 44	21,222 94
Pier No. 1a				
Pier No. 1	16,145 99	16,314 76	4,655 04	4,592 54
Pier No. 14	49,727 40	48,961 56	47,152 20	44,632 20
Pier No. 16	31,738 80	32,953 32	19,261 32	19,261 32
Pier No. 18	29,867 18	32,014 21	17,082 84	17,082 84
Pier No. 20	20,605 20	19,644 03	11,633 40	10,617 82
Pier No. 22	21,788 45	16,435 23	8,179 68	8,179 68
Pier No. 24	28,956 00	31,072 02	16,292 56	16 204 56
Pier No. 26	38,733 82	47,680 03	12 770 21	12,453 52
Pier No. 28	33,925 74	28,025 43	8,181 36	8,181 54
Pier No. 30	60,783 91	77,704 18	16,665 24	14,575 80
Pier No. 32	41,681 95	55,063 81	11,494 68	13,584 12
Pier No. 34	24 820 01	28,954 30	8,758 77	11,181 96
Pier No. 36 and car ferry slip	36,266 68	31,405 51	4,454 10	4,361 20
Pier No. 38	25,669 24	27,277 43	14,540 88	14,540 88
Pier No. 40	20,238 14	19,152 97	7,397 40	6,945 16
Piers Nos. 42 and 44	58 550 53	56,555 11	14,591 80	24,778 20
Pier No. 46	44,292 91	51,756 82	10,346 20	12,415 44
Berry Street Wharf	7,768 67	8,962 17	4,237 20	5,039 22
Third Street Wharf		5 864 03		1,430 00
Channel Street wharves	12 280 96	13,372 44	2,070 00	5,040 00
China Basin wharves and car ferry slip	44,057 69	45,311 28	12,934 27	12,426 26
Pier No. 54	42 835 66	39,049 30	17,533 32	18 789 02
Central Basin wharves and car ferry slip	100,463 55	102,453 91	36,978 18	32,370 02
Tulare Street Wharf	4,105 70	3,545 25	240 00	240 00
Islais Street Wharf—outer	2,440 29	2 066 53		
Islais Street Wharf—inner	6 172 35	10,326 85		
Ferry Building (Union Depot) and ferry slip	442,638 97	422 397 81	426,076 35	406,278 79
Seawall lots and lands	174,558 11	170,603 40	174,558 11	170 603 40
El Embarcadero loop	15 000 00	15,000 00	15,000 00	15,000 00
Miscellaneous rents	2 991 67	3,978 77	2,991 67	3,978 77
Portable equipment	585 61	534 97		
Belt Railroad	346,561 35	325,011 50		
Islais Creek vegetable oil plant	509 12	11.000 00		11,000 00
otal revenue from operation, Exhibit B	$2,384,477 54	$2,389,746 02	$1,153 395 78	$1,149,689 47

SIONERS EXHIBIT B. SCHEDULE 2.

yearsending June 30, 1922, and June 30, 1921.

Dockage		Tolls		Wharf demurrage and wharf storage		Miscellaneous	
June 30, 1922	June 30, 1921	June 30, 1922	June 30, 1921	June 30, 1922	June 30, 1921	June 30, 1922	June 30, 1921
$3,701 20	$2,724 60	$9,292 86	$6,819 88				
10,721 50	10,777 00						
		37,021 84	34,268 90				
1,594 50	6,984 25	1,837 42	2,192 34	$253 24	$13 00		
3,453 30	5,363 85	20,789 45	20,015 72	284 38	890 91		
2,312 70	6,321 45	17,271 04	11,498 34	560 83	395 75		
4,023 75	5,693 65	20,589 76	20,780 34	950 87	1,507 74		
4,250 50	5,238 45	21,928 21	21,652 08	435 48	998 90		
2,058 35	3,758 90	16,817 83	18,750 17	103 14	125 50		
3,929 45	5,035 45	13,590 16	12,781 46	340 69	530 25		
3,305 85	3,310 75	17,402 83	18,190 44	1,295 82	1,698 11		
1,346 05	1,260 65	3,742 78	4,159 77	4,540 20	2,089 85		
3,582 45	3,263 45	11,480 27	11,243 43	1,194 28	1,040 22		
3,358 65	4,181 25	2,246 88	3,706 68	1,341 95	1,134 90		
1,480 75	5,007 25	8,234 17	8,084 37	418 48	341 00		
4,907 80	6,240 85	2,595 45	3,457 95	4 25			
3,937 20	4,523 35	7,744 96	6,980 39	737 58	2,174 82		
2,161 85	4,057 70	4,426 00	3,160 17				
2,616 60	2,479 10	16,278 89	12,502 76	1,378 93	422 45		
7,541 35	6,805 65	8,106 88	7,116 61	1 00			
7,804 40	3,724 75	12,808 15	5,536 99	437 60			
4,965 65	4,525 60	3,229 87	2,862 89	214 60	167 45		
6,774 80	6,723 50	7,853 72	7,950 55	245 30	146 35		
6,786 10	7,314 45	4,704 85	4,407 77				
2,348 35	4,059 70	220 35	269 66	6 50			
3,396 60	4,415 10	8,757 73	9,171 90	323 15	105 00		
4,539 35	4,589 40	7,473 74	9,779 22	771 25	562 75		
3,209 65	3,544 15	5,418 65	5,353 81	343 50	128 25		
3,807 85	2,701 15	7,786 42	5,185 38	2,014 50	369 02		
2,638 70	3,771 70	9,809 66	10,711 01	215 08	384 75		
2,285 85	7,301 25	23,507 09	24,265 41	170 67	3,659 85		
5,146 95	4,417 95	20,402 95	14,602 69	194 48	823 25		
3,459 00	5,260 00	40,658 17	57,863 38	1 50	5 00		
3,596 10	3,668 95	26,520 41	37,391 49	610 76	419 25		
1,956 40	3,351 65	14,097 09	14,420 69	7 75			
2,799 80	2,151 75	28,854 83	24,747 56	157 95	146 00		
4,583 60	4,915 85	6,370 51	7,722 20	174 25	98 50		
1,997 95	4,195 55	10,248 99	7,640 39	593 80	371 87		
6,302 71	6,833 97	36,916 90	24,450 36	739 32	492 58		
6,688 15	6,346 05	26,341 28	32,751 08	917 28	244 25		
1,631 60	1,786 45	1,899 87	2,136 50				
	2,188 40		2,150 63		95 00		
4,219 80	3,585 35	5,991 16	4,747 09				
5,617 45	5,862 80	25,213 52	27,018 60	292 45	3 62		
3,631 40	4,473 50	20,426 35	12,545 68	1,244 59	3,241 10		
11,060 75	10,303 20	52,247 72	59,780 69	176 90			
1,531 20	1,415 95	2,334 50	1,889 30				
631 65	980 60	1,753 39	1,064 43	55 25	21 50		
2,649 80	4,779 25	3,276 55	5,547 60	246 00			
		16,562 62	16,119 02				
						$585 61	$534 97
						346,561 35	325,011 50
						509 12	
$186,345 41	$222,215 57	$673,084 72	$667,445 77	$23,995 55	$24,848 74	$347,656 08	$325,546 47

BOARD OF STATE HARBOR COMMISSIONERS—EXHIBIT B. SCHEDULE 3.

Analysis of expense of operation for fiscal years ending June 30, 1922, and June 30, 1921.

	Totals		General and operating expense		Repairs and maintenance	
	June 30, 1922	June 30, 1921	June 30, 1922	June 30, 1921	June 30, 1922	June 30, 1921
Sections B, C and D of the seawall	$279 87	$772 94	$122 58	$79 97	$157 29	$692 97
Fishermen's Wharf	8,896 68	8,985 35	3,145 22	5,330 20	5,751 46	3,655 15
Car ferry slips—Powell street	1,567 75	525 33	72 15	124 18	1,495 60	401 15
Pier No. 43	7,648 82	6,020 59	189 50	574 17	7,459 32	5,446 42
Pier No. 41	4,019 43	5,268 23	977 98	887 20	3,041 45	4,381 03
Pier No. 39	12,448 37	3,561 72	971 29	2,063 72	11,477 08	1,498 00
Pier No. 37	6,529 76	3,868 19	788 11	857 03	5,741 65	3,011 16
Pier No. 35	11,664 48	2,591 30	683 29	592 58	10,981 19	1,998 72
Pier No. 33	2,732 87	637 83	563 72	317 45	2,169 15	320 38
Pier No. 31	1,011 04	653 72	540 38	457 43	470 66	196 29
Pier No. 29	1,747 22	1,405 66	485 86	504 67	1,261 36	900 99
Pier No. 27	18,610 57	4,487 23	534 01	470 66	18,076 56	4,016 57
Pier No. 25	13,654 33	20,832 37	439 93	730 73	13,214 40	20,101 64
Pier No. 23	6,405 81	4,154 94	2,034 22	1,754 50	4,371 59	2,400 44
Pier No. 21	12,010 39	7,183 15	421 57	709 28	11,588 82	6,473 87
Pier No. 19	13,569 28	4,239 09	1,236 82	935 39	12,332 46	3,303 70
Pier No. 17	4,340 59	1,997 65	95 05	54 83	4,245 54	1,942 82
Pier No. 15	1,467 16	6,228 98	48 06	19 41	1,419 10	6,209 57
Pier No. 11	2,330 55	3,060 62	454 77	429 38	1,875 78	2,631 24
Pier No. 9	42,195 81	5,432 49	525 35	579 28	41,670 46	4,853 21
Pier No. 7	2,327 25	42,320 44	950 33	1,000 62	1,376 92	41,319 82
Pier No. 5	2,013 69	4,402 93	398 55	398 85	1,615 14	4,004 08
Pier No. 3	1,104 20	650 10	380 12	352 48	724 08	297 62
Pier No. 1a	3,947 64	2,252 25			3,947 64	2,252 25
Pier No. 1	1,039 44	2,150 61	174 35	931 46	865 09	1,219 15
Pier No. 14	8,869 44	7,330 77	385 96	490 39	8,483 48	6,840 38
Pier No. 16	11,816 87	6,818 85	484 58	536 24	11,332 29	6,282 61
Pier No. 18	15,609 41	2,873 03	466 88	474 23	15,142 53	2,398 80
Pier No. 20	7,264 11	10,595 71	289 77	479 53	6,974 34	10,116 18
Pier No. 22	2,616 43	1,719 57	235 56	199 34	2,380 87	1,520 23
Pier No. 24	6,453 33	4,866 79	557 02	863 51	5,896 31	4,003 28
Pier No. 26	5,147 62	8,022 66	551 82	579 39	4,595 80	7,443 27
Pier No. 28	3,440 97	3,811 04	475 45	368 84	2,965 52	3,442 20
Pier No. 30	5,820 55	3,947 53	512 70	509 43	5,307 85	3,438 10

Pier No. 32	12,336 20	6,232 75	675 59	661 39	11,660 61	5,571 36
Pier No. 34	3,904 76	583 65	428 81	477 50	3,475 95	106 15
Pier No. 36 and car ferry slip	12,285 54	6,490 51	1,258 13	1,254 75	11,027 41	5,235 76
Pier No. 38	5,648 83	7,785 99	342 92	289 14	5,305 91	7,496 85
Pier No. 40	6,651 18	963 13	349 09	209 57	6,302 09	753 56
Pier No. 42	2,172 52	864 85	334 59	276 07	1,837 93	588 78
Pier No. 44	2,568 37	1,658 03	435 45	466 30	2,132 92	1,191 73
Pier No. 46	3,761 91	1,770 10	703 05	546 24	3,058 86	1,223 86
Berry Street Wharf		144 90		51		144 39
Third Street Wharf	195 71	1,330 00	10 18	151 88	185 53	1,178 12
Channel Street wharves	10,460 90	4,346 20	4 15		10,456 75	4,346 20
China Basin Wharf	6,262 77	10,632 26	675 17	79 70	5,587 60	10,552 56
Pier No. 54	279 43	319 06	279 43	272 86		46 20
Central Basin wharves and car ferry slip	19,158 32	8,896 56	1,020 70	737 27	18,137 62	8,159 29
Islais Street Wharf—inner	1,375 16	2,184 96	1,258 33		116 83	2,184 96
Islais Street Wharf—outer	14,422 73	979 75	623 42	428 99	13,799 31	550 76
Ferry Building, Union Depot and ferry slips	195,073 89	150,040 10	99,370 94	109,428 10	95,702 95	40,612 00
Seawall lots and lands	4,451 30	2,047 83			4,451 30	2,047 83
Streets	52,874 08	67,969 19	25,090 92	34,572 30	27,783 16	33,396 89
Fog bells and underground system	5,274 56	5,822 32	1,748 92	2,074 53	3,525 64	3,747 79
Belt Railroad	280,139 13	342,033 78	192,329 53	243,612 58	87,809 60	98,421 20
Tugs and dredgers	106,045 80	110,217 01	82,704 84	81,615 01	23,340 96	28,602 00
Wharfingers and collectors	46,742 92	48,425 58	46,742 92	48,425 58		
Office, administrative and legal	84,167 72	89,451 87	84,167 72	89,451 87		
Police and fire protection	15,791 94	19,063 72	15,791 94	19,063 72		
General	35,988 70	35,805 61	34,656 26	35,611 93	1,332 44	193 68
Portable equipment	571 40	857 64	387 00	552 09	184 40	305 55
Landing floats and pile drivers	1,988 56	6,832 59			1,988 56	6,832 59
Islais Creek vegetable oil plant	3,616 50	2 76	3,559 04	2 76	57 46	
Total expense of operation, Exhibit B	$1,184,812 56	$1,127,422 36	$615,141 99	$694,919 01	$569,670 57	$432,503 35

BOARD OF STATE HARBOR COMMISSIONERS. EXHIBIT B. SCHEDULE 4.

BELT RAILROAD.

Comparative statement of revenue and expense of Belt Railroad for fiscal years ending June 30, 1922, and June 30, 1921.

REVENUE

	June 30, 1922			June 30, 1921		
	Revenue	Number of switches	Revenue per switch	Revenue	Number of switches	Revenue per switch
From switching—						
Local switches at $3.50 per car	$324,591 00	92,740		$190,175 25	54,336	
Local switches at $3.00 per car				113,235 50	37,745	
Local switches, Islais Creek, at $1.40 per car	2,524 20	1,803		1,132 80	809	
Local switches, Islais Creek, at $1.20 per car				751 60	626	
Baggage cars, at $5.00 per car	1,720 00	344		1,675 00	335	
Passenger cars at $10.00 per car	160 00	16		250 00	25	
Empty cars, at $4.25, $3.00, $2.25 per car	3,270 00	1,348		4,136 25	1,752	
Total switching revenue	$332,265 20	96,251	$3.452	$311,356 40	95,628	$3.256
From incidentals to switching—						
Revenue from incidental to above services:						
Track rental charges at $2.50 and $0.50 per car per day	$4,397 50			$3,176 50		
Storage charges $3.00 per car per day	4,539 00			5,523 64		
Sunday service—charges for use of locomotive and crew in addition to regular switching charges	1,486 86			1,560 00		
Equipment rentals—box, flat and crane cars	3,731 25			3,024 50		
Miscellaneous	141 54			370 46		
Total incidental revenue	$14,296 15		$0.148	$13,655 10		$0.143
Total revenue per Exhibit B	$346,561 35	96,251	$3.600	$325,011 50	95,628	$3,399

EXPENSE

	June 30, 1922			June 30, 1921		
	Cost	Number of switches	Cost per switch	Cost	Number of switches	Cost per switch
Maintenance of equipment—						
Locomotives	$27,443 25			$32,830 89		
Flat, box and crane cars	1,678 80			1,884 36		
Shop machinery and tools	1,573 02			1,740 36		
Foreign freight cars	231 75			863 38		
Superintendence	3,753 60			3,745 21		
Total maintenance of equipment	$34,680 42		$0.360	$41,064 20		$0.429
Maintenance of roadway and buildings—						
Track repairs and renewals	$49,906 88			$54,327 18		
Office buildings	302 06			75 77		
Shops and roundhouses	2,920 24			2,954 05		
Total maintenance of roadway and buildings	$53,129 18		$0.552	$57,357 00		$0.600
Operating expense—						
Cleaning yards and cars	$98 89			$143 02		
Operation of locomotive crane	316 39			615 99		
Yardmasters and yard clerks	13,071 88			13,764 25		
Train and enginemen	100,646 55			121,012 43		
Enginehouse supplies	13,757 77			14,093 32		
Fuel and water for locomotives	49,943 53			72,411 89		
Locomotive supplies and expense	2,387 85			2,983 44		
Clearing wrecks	234 67			740 76		
Total operating expense	$180,457 53		$1.875	$225,765 10		$2.361
Accident compensation	$5,857 05		$0.061	$5,273 42		$0.055
Administrative and general	$11,872 00		$0.123	$17,847 48		$0.186
Total expense, Exhibit B, Schedule 4	$285,996 18	96,251	$2.971	$347,307 20	95,628	$3.631
Net operating revenue	$60,565 17	96,251	$0.629			
Net operating deficit				$22,295 70	95,628	$0.232

DETAIL OF PROPERTY ACQUIRED, FISCAL YEARS 1920-1921 AND 1921-1922.

		Fiscal year ending June 30, 1922	Fiscal year ending June 30, 1921	Total two years
FROM REVENUE FUNDS				
Piers and wharves—				
Fishermen's wharves and basin		$827 06	$18,557 20	$19,384 26
Pier No. 41		697 49		697 49
Pier No. 39		4,487 91		4,487 91
Pier No. 37		3,658 68		3,658 68
Pier No. 35		3,122 54		3,122 54
Pier No. 33		6,565 58	466 11	7,031 69
Pier No. 31		231 45	64 54	295 99
Pier No. 29		101 95	347 53	449 48
Pier No. 27			49,194 60	49,194 60
Pier No. 25		62,045 37	43,700 42	105,745 79
Pier No. 23		27,470 68	198 37	27,669 05
Pier No. 21		27,470 67	198 38	27,669 05
Pier No. 19		25,655 49	3,628 19	29,283 68
Pier No. 17			306 69	306 69
Pier No. 9			58 08	58 08
Pier No. 5		33,303 83	47,102 93	80,406 76
Pier No. 1		57 48	18 34	75 82
Pier No. 20			69,685 73	69,685 73
Pier No. 22		639 44		639 44
Pier No. 26		4,122 65	1,098 83	5,221 48
Pier No. 28		2,312 00	278 97	2,590 97
Pier No. 32			3,105 46	3,105 46
Pier No. 34		763 11	34 85	797 96
Pier No. 38			836 91	836 91
Pier No. 44		703 51	2,202 95	2,906 46
Pier No. 46		5,344 56		5,344 56
China Basin wharves		306 51	5,555 90	5,862 41
Islais Street Wharf		442 15	7,586 75	8,028 90
Bulkhead Wharf Section D		49 74	510 15	559 89
Passenger ferry slips, Union Depot		123 20		123 20
Total piers and wharves		$210,503 05	$254,737 88	$465,240 93
Buildings		$11,385 69	$15,609 32	$26,995 01
Sewers and pavements		$5,387 59	$3,382 19	$8,769 78
General—				
Belt Railroad, structures and roadway		$109,127 07	$14,715 46	$123,842 53
Street lighting		541 46	6,289 44	6,830 90
Islais Street vegetable oil plant		227 03	16,460 29	16,687 32
Pile boom, Islais Creek		3,802 90		3,802 90
Berry Street and China Basin Terminal		144,227 14	15,552 67	159,779 81
Total general		$257,925 60	$53,017 86	$310,943 46
Equipment		$26,138 29	$63,921 08	$90,059 37
FROM BOND FUNDS				
China Basin and Berry Street Terminal		$92,503 18		$92,503 18
Total		$603,843 40	$390,668 33	$994,511 73
Deduct—				
Transferred from other accounts (constructed under one contract covering several locations)—				
From Pier No. 27	$60,728 41			
From Section 4	207 39			
From Section 4, buildings	536 92			
From Union Depot	4,531 01			
		$66,003 73		
From Pier No. 20	$2,848 00			
From Equipment	1,660 00		$4,508 00	
Total deduction				$70,511 73
Total property and equipment acquired		$537,839 67	$386,160 33	$924,000 00

MONTHLY INCOME FROM UNION DEPOT AND FERRY BUILDING AS OF JULY 1, 1922.

Tenant	Amount
American Railway Express Company	$500 00
Badaracco, Chas.	30 00
Bernhard and Behrens	100 00
Brown News Company	15 00
Butler and Son, F. W.	550 00
California Development Board	600 00
California Safety Locker Company (average)	23 62
Cohen and Figone	407 67
Ferry Bakerite Company	800 00
Fish and Game Commission	15 00
Foster and Orear	4,000 00
Golden Gate Music Company	125 00
Gordon, I.	205 00
Green and Company, Robert (newsstands)	215 00
Green and Company, Robt. (drug stand—average)	159 32
Monticello Steamship Company	115 00
Morgenthau Nanette	20 00
McPartland and Reich	825 00
Nicholas, J. J.	50 00
Northwestern Pacific Railway Company	6,063 57
Pacific Telephone and Telegraph Company	794 06
Postal Telegraph and Cable Company	80 00
Presta and Adieco	77 50
Pullman Company	150 00
Richardson, J. A.	200 00
San Francisco Board of Education	25 00
San Francisco and Oakland Terminal Railway	2,858 29
San Francisco and Sacramento Railway Company	63 36
San Francisco Transfer Company	75 00
Southern Pacific Company	7,667 72
Southern Pacific Company, Slip No. 9 (average)	249 75
Spring Valley Water Company	60 00
State Board of Prison Directors	100 00
State Department of Agriculture	182 50
State Mining Bureau	900 00
Taxicab Company of California	100 00
Taylor, John	75 00
Travelers Aid Society	10 00
Union Transfer Company	250 30
United States Department of Agriculture	50 00
United States Department of Forestry	1,000 00
United States Post Office	3,499 60
Van Noy Interstate Company	500 00
Western Pacific Railroad Company	1,618 20
Western Union Telegraph Company	85 00
Total	$35,490 46

MONTHLY AND TERM INCOMES FROM LEASES OF SEAWALL LOTS WHICH WERE EXECUTED PRIOR TO JULY 1, 1922.

Lot	Lessee and term	Monthly rental	Total for five-year period	Total for term of lease
15 and portions of 14	Southern Pacific Company, 25 years from August 1, 1901	$500 00	$30,000 00	$150,000 00
16	P. J. Moliterno, 25 years from May 1, 1909	1st 5 years, 101 00 2d 5 years, 105 00 3d 5 years, 110 00 4th 5 years, 115 00 5th 5 years, 120 00	6,060 00 6,300 00 6,600 00 6,900 00 7,200 00	33,060 00
23	Southern Pacific Company, 25 years from October 1, 1900 Amended October 23, 1919; effective October 1, 1919	1st 5 years, $990 00 2d 5 years, 1,325 00 3d 5 years, 1,271 90 4th 5 years, 1,422 80 5th 5 years, 1,552 14	$59,400 00 79,500 00 76,314 00 85,368 00 93,128 40	$393,710 40
24, subd. A	Associated Oil Company, 25 years from October 1, 1909 Assigned to W. R. Grace and Company, October 31, 1918.	1st 5 years, $214 00 2d 5 years, 245 00 3d 5 years, 275 00 4th 5 years, 306 00 5th 5 years, 337 00	$12,840 00 14,700 00 16,500 00 18,360 00 20,220 00	82,620 00
24, subd. B	Southern Pacific Company, 25 years from October 1, 1909 Assigned to Pacific Mail Steamship Company, November 10, 1919.	1st 5 years, $750 00 2d 5 years, 1,000 00 3d 5 years, 1,125 00 4th 5 years, 1,250 00 5th 5 years, 1,375 00	$45,000 00 60,000 00 67,500 00 75,000 00 82,500 00	330,000 00
B	Crescent Lumber Company (assigned to San Francisco Lumber Company), 25 years from April 1, 1910	1st 5 years, $225 00 2d 5 years, 230 00 3d 5 years, 235 00 4th 5 years, 240 00 5th 5 years, 245 00	$13,500 00 13,800 00 14,100 00 14,400 00 14,700 00	70,500 00
7	Western Pacific Railway Company, 25 years from July 1, 1910	1st 5 years, $1,083 33 2d 5 years, 1,151 04 3d 5 years, 1,218 75 4th 5 years, 1,286 46 5th 5 years, 1,354 17	$64,999 80 69,062 40 73,125 00 77,187 60 81,250 20	365,625 00
22, subd. A	Western Pacific Railway Company, 25 years from August 1, 1910	1st 5 years, $1,346 39 2d 5 years, 1,430 54 3d 5 years, 1,514 69 4th 5 years, 1,598 84 5th 5 years, 1,682 98	$80,783 40 85,832 40 90,881 40 95,930 40 100,978 80	454,406 40
22, subd. B	Western Pacific Railway Company, 22 years and 7 months from January 1, 1913	2 yr., 7 mo., $240 09 1st 5 years, 264 66 2d 5 years, 270 23 3d 5 years, 295 79 4th 5 years, 311 36	$7,721 79 15,879 60 16,213 80 17,747 40 18,681 60	76,244 19
19	Atchison, Topeka and Santa Fe Railway Company, 15 years from August 1, 1914	$170 60	$10,236 00	$30,708 00
25	W. R. Grace and Company, 20 years from May 17, 1917	$318 05	$19,083 00	$76,332 00
Portion of C	Shell Company of California, 25 years from September 15, 1917	1st 5 years, $339 06 2d 5 years, 389 92 3d 5 years, 448 41 4th 5 years, 515 65 5th 5 years, 592 99	$20,343 60 23,395 20 26,904 60 30,939 00 35,579 40	137,161 80

MONTHLY AND TERM INCOMES FROM LEASES OF SEAWALL LOTS WHICH WERE EXECUTED PRIOR TO JULY 1, 1922—Concluded.

Lot	Lessee and term	Monthly rental		Total for five-year period	Total for term of lease
21	Toyo Kisen Kaisha, 5 years from January 1, 1918		$150 00	$9,000 00	$9,000 00
Portion of 4	Purity Spring Water Company, 15 years from January 31, 1918	1st 5 years, 2d 5 years, 3d 5 years,	$50 00 55 00 60 50	$3,000 00 3,300 00 3,630 00	9,930 00
Islais Creek	H. W. Peabody and Company, 10 years from September 18, 1919	1st 5 years, 2d 5 years,	$62 50 75 00	$3,750 00 4,500 00	8,250 00
Islais Creek	Balfour, Guthrie and Company, 10 years from September 18, 1919	1st 5 years, 2d 5 years,	$62 50 75 00	$3,750 00 4,500 00	8,250 00
Islais Creek	Willitts and Patterson, 10 years from September 18, 1919	1st 5 years, 2d 5 years,	$125 00 150 00	$7,500 00 9,000 00	16,500 00
Islais Creek	Hind, Rolph and Company, 10 years from September 18, 1919	1st 5 years, 2d 5 years,	$62 50 75 00	$3,750 00 4,500 00	8,250 00
Islais Creek	S. L. Jones and Company, 10 years from September 18, 1919	1st 5 years, 2d 5 years,	$62 50 75 00	$3,750 00 4,500 00	8,250 00
	Total				$2,268,797 79

CONTRACT WORK UNDER WAY AT DATE OF LAST BIENNIAL REPORT AND SINCE COMPLETED.

No.	Contractors	Date of Contract	Description	Contract price	Payments	Date	Total	Date of Completion
337	Healy-Tibbitts Construction Co.	Jan. 8, 1920	Furnishing materials and constructing bulkhead wharf in front of Pier No. 5, connecting existing bulkhead wharves at Piers 3 and 5.	$39,470 00	$5,328 45	Mar. 4, 1920		
				Extras 5,114 93	3,552 30	Apr. 8, 1920		
					888 08	May 5, 1920		
					1,776 15	June 3, 1920		
					4,144 35	July 8, 1920		
					7,104 60	Aug. 5, 1920		
					4,144 35	Sept. 1, 1920		
					592 05	Oct. 7, 1920		
					2,072 17	Dec. 2, 1920		
					9,867 50	Jan. 20, 1921		
					5,114 93	Jan. 20, 1921		Dec. 2, 1920
					$6,097 93	Apr. 8, 1920	$44,584 93	
338	Healy-Tibbitts Construction Co.	Feb. 27, 1920	Furnishing materials and constructing bulkhead wharf in front of Pier 27 connecting existing bulkhead wharves at Piers 25 and 29 and constructing creosote piles connecting wharf between Piers 25 and 27.	$44,584 93	871 13	June 3, 1920		
				$38,717 00	1,161 51	July 8, 1920		
				Extras 141 64	2,613 40	Aug. 5, 1920		
					8,420 95	Sept. 2, 1920		
					9,292 08	Oct. 7, 1920		
					580 75	Dec. 9, 1920		
					141 64	Jan. 13, 1921		
					9,679 25	Jan. 20, 1921		Dec. 9, 1920
				$38,858 64			$38,858 64	
340	Healy-Tibbitts Construction Co.	May 26, 1920	Furnishing materials and constructing extension to Pier 20. Extras.	$44,199 00	$3,314 93	Aug. 5, 1920		
				Extras 1,262 84	10,939 25	Sept. 2, 1920		
					6,298 36	Oct. 7, 1920		
					12,265 22	Nov. 4, 1920		
					331 49	Nov. 26, 1920		
					11,049 75	Jan. 20, 1921		
					1,262 84	Jan. 20, 1921		Nov. 26, 1920
				$45,461 84			$45,461 84	

WORK CONTRACTED FOR AND COMPLETED WITHIN BIENNIAL PERIOD 1920-1922.

No.	Contractors	Date of Contract	Description	Contract price	Payments	Date	Total	Date of Completion
341	Louis J. Cohen	Aug. 28, 1920	Furnishing materials and constructing bulkhead wharf building for Pier 27.	$29,699 00	$2,227 43	Nov. 4, 1920		
				Extras 450 80	7,795 98	Dec. 2, 1920		
					6,682 28	Jan. 6, 1921		
					3,786 62	Feb. 3, 1921		
					1,781 94	Feb. 24, 1921		
					450 80	Mar. 3, 1921		
					7,424 75	Mar. 31, 1921		Feb. 24, 1921
				$30,149 80			$30,149 80	
342	J. Edward Ogden Co., Inc.	Oct. 7, 1920	Furnishing and installing steel rolling or wooden lift doors in bulkhead building, Pier 27.	$3,767 00	$2,825 25	Mar. 31, 1921		
					941 75	May 5, 1921		Mar. 31, 1921
				$3,767 00			$3,767 00	
343	Raisch Improvement Co.	Nov. 12, 1920	Furnishing material and paving portions of the Embarcadero along Sections 6 and 7 of the Seawall.	7,458 68	$1,745 52	Dec. 2, 1920		
				Extras 294 84	1,539 33	Feb. 3, 1921		
					2,309 16	Feb. 10, 1921		
					294 84	Feb. 17, 1921		
					1,864 67	Mar. 17, 1921		Feb. 10, 1921
				$7,753 52			$7,753 52	
345	Hannah Bros.	Oct. 24, 1921	Furnishing materials and constructing bulkhead wharf building for Pier 5.	$30,678 00	$6,442 38	Jan. 19, 1922		
				Extras 166 93	2,761 02	Feb. 16, 1922		
					3,681 36	Mar. 16, 1922		
					5,061 87	Apr. 20, 1922		
					5,061 87	June 15, 1922		
					166 93	July 6, 1922		
					7,669 50	July 20, 1922		June 15, 1922
				$30,844 93			$30,844 93	

WORK CONTRACTED FOR AND NOT COMPLETED WITHIN BIENNIAL TERM 1920-1922.

No.	Contractor	Date of Contract	Description	Contract price	Payments	Date
344	Tibbitts-Pacific Co.	Oct. 20, 1921	Furnishing materials and constructing a concrete bulkhead wharf in front of Pier 19 including the timber approach to Pier 19 and a concrete bulkhead wharf extending from the existing section in front of Pier 25 to the existing section in front of Pier 21.	$73,788 00 Extras 173 73	$6,087 51 6,640 92 3,320 46 4,980 69 11,068 20 8,854 56 8,301 15	Dec. 8, 1921 Jan. 5, 1922 Feb. 2, 1922 Mar. 2, 1922 Apr. 6, 1922 May 4, 1922 June 1, 1922
346	Pacific Boat Co.	Dec. 8, 1921	Furnishing materials and building a single screw inspection and tug boat.	10,759 00	2,151 80 2,151 80 2,151 80	Dec. 22, 1921 Jan. 26, 1921 Feb. 23, 1921
347	Waterhouse-Wilcox	Dec. 29, 1921	Furnishing and installing steel rolling or steel lift doors in bulkhead building, Pier 5.	6,973 00	3,922 31	June 1, 1922
348	Healy-Tibbitts Construction Co.	Feb. 9, 1922	Furnishing materials and constructing the substructure for the China Basin Terminal.	761,343 00	49,106 63 30,834 39 12,562 16	Apr. 20, 1922 May 25, 1922 June 22, 1922
349	Hannah Bros.	June 8, 1922	Furnishing materials and constructing a section of bulkhead wharf in front of Pier 34, furnishing materials and constructing a timber depressed track along the south side of Pier 34, and making certain repairs on the existing Pier 34.	29,200 00		

UNIVERSITY OF ILLINOIS LIBRARY

PORT OF SAN FRANCISCO—COMPILATION OF CARGO TONNAGE FOR FISCAL YEAR, JULY 1, 1921, TO JUNE 30, 1922.

EXPORTS—FISCAL YEAR, JULY 1, 1921, TO JUNE 30, 1922.

	Total	Alaska	Asia, all others	Canada	Central America	China, Chosen and Hongkong	Continental Europe	East Indies	Hawaiian Islands	India	Japan	Oceania	Philippine Islands	Scandinavian countries	South America	United Kingdom
Asphalt	24,202	1	53	2,427	299	6,099	30	520	7,335	1,984	2,733	1,656	921		119	25
Autos, 3,000 lbs. per vehicle	3,700		2	21	51	40	9	128	2,995	5	99	304	26	4	5	11
Auto supplies	2,202			7	36	84		182	1,270	51	241	198	125		8	
Barley	415,970			50	1,162	268	50,646		9,272		266	6	95	23,090		331,115
Canned goods	2,126	8							2,118							
Cement	32,700	12		1	5,020	25			25,973		1,050	56	20		543	
Cereals	15,571	28	13	38	3,244	662	1,195	102	8,482	4	335	63	180	952	271	2
Chemicals	33,765	21	11	7,194	1,797	3,046	55	605	8,636	25	9,866	1,657	711	21	78	42
Coal and coke	6,889	156			3,940	5			2,585			2	201			
Coffee	2,245	24	1	164	188	56	581	1	277		59	81	137	613	63	
Cordage	522	76		6	62	5	1		336		4	18	4		10	
Cotton, manufactures	5,402	36	2	122	583	416	32	32	2,542	14	176	1,107	323		11	6
Cotton, raw	18,757					3,092					15,665					
Dairy products	15,132	155	13	88	154	1,836	64	1,973	5,924	237	693	204	2,876		521	374
Explosives	3,316	2	17	6	1,699	7			267	3	4	17	13		1,281	
Foodstuffs	12,063	139	16	208	709	556	1 137	62	6,872	16	615	615	390	52	153	521
Fertilizer	21,103			360	4,190	376			11,439		4,552	1	179		6	
Fiber, manufactured	2,756	1	1	221	1,445	13	5		603		18	232	112		103	2
Fire brick, tile, clay, etc.	10,914	35		564	2,704	60	29	212	6,208	30	564	203	135		45	125
Fish, canned	14,839	13	35	51	837	793	549	1,794	1,764	140	137	2,136	1,128	25	430	5,007
Flour	31,807	241	2	17	13,985	258	290	77	4,549		2,622	1,303			1,299	7,164
Fruit, canned	57,479	66	172	947	175	436	4,223	1,050	3,918	300	274	332	239	494	94	44,759
Fruit, fresh and dried	70,720	34	741	6,408	573	1,345	26,191	317	6,980	92	2,018	3,474	1,265	2,580	294	18,408
Glass and manufactures	2,752		2	79	125	966		11	821	4	423	271	43		2	5
Hay, feed, etc.	26,442	82		31	115	39	448	7	24,086	1	1,307	50	253		3	20
Iron and steel	31,568	53	187	64	638	5,015	58	137	4,925	5	19,996	91	397		2	
Iron and steel, miscellaneous manufactures	11,350	60	113	88	603	809		391	6,310	226	1,055	566	521	1	64	43
Nails	2,451	102	93		211	190		6	1,397	10	367	60	22		3	
Pipe and fittings	9,232	307	1	7	407	147		1	7,192		771	25	362	3	9	
Railroad track material	1,976	7		50	69	4			684		801	3	356			
Tinplate	23,019	6,341	1	3	40	3			16,066		560	5				
Wire and manufactures	3,415	55	26	108	302	358	5	74	2,124	2	180	64	114		3	
Lead	4,258	18		8	71	16		41	391	7	2,039	46	145		20	1,456
Leather and manufactures	3,779		54	70	48	565	1	16	859	1	1,843	36	264		1	21
Lumber	90,832	1,080	1,184	27	7,352	205	348	350	19,142	161	20,387	30,373	100		5,624	4,499
Machinery	11,823	79	146	166	552	869	14	289	5,103	164	1,897	1,310	642		525	67
Malt and hops	4,061		9	422	118	172	547		176	100	473	255	351	1	31	1,406
Meat and products	11,413	265	2	46	1,557	72	1,334	15	6,536	7	203	106	469		206	595
Merchandise	13,052	43	18	135	356	435	32	35	9,341	15	1,309	670	262	5	14	382
Metals, not otherwise specified	2,379	1	3	24	108	751		25	336	3	1,006	24	96		2	
Oil—Fuel at 8 lbs. per gallon	28,327	1		8,168	248	1,618	2		8,505		5,536	3,309			24	916
Gasoline at 6.6 lbs. per gallon	34,824	500		698	1,833	164			1,709		80	17,472	772		72	11,324
Illuminating at 6.8 lbs. per gallon	26,363	109		4	1,603	20,258			3,014			909	452		14	
Lubricating and grease at 7.2 lbs. per gallon	31,490	106	312	629	1,262	6,156	11	1,575	8,682	2,847	2,080	6,507	1,087		236	
*Vegetable and not otherwise specified	1,227	15	5	32	490	75		5	286	1	166	25	110		15	2
Paint	6,023	41	4	165	507	150		136	3 952	145	310	219	298		96	
Paper	19,950	10	651	131	1,390	3,921	104	1,388	6,984	104	1,873	2,300	923	1	157	13
Paraffin	1,411				55	704			52		357	104	27		112	
Rice	99,851	13		4,630	2,057	10	7,211		17,739		62,351	554	351	1,576	3,354	5
Roofing	8,594	6	123	1	187	2,119		96	2,420	499	1,859	1,214	39		31	
Rubber and manufactures	3,547	8	7	30	155	89	30	106	1,578	19	234	700	403		116	72
Salt	29,430	1,713	3	24,162	10	53		10	1,974	5	248	1,157	95			
Shooks	5,309	2,657	110		442	346	25		1,405		77	153			94	
Soap	3,838	11	2	94	785	71	68	7	2,538		29	59	122		37	15
Sugar and manufactures	8,849	153	2	429	158	142	237	2	5,405		488	75	1,758			
Tobacco and manufactures	4,286	7	143	1	1	1,945		443	1,343		28	22	353			
Unclassified	44,864	220	25	317	7,110	2,959	11,197	772	15,483	89	1,863	1,983	768	32	499	1,547
Vegetables	23,827	305	7	393	9,909	297	375	39	11.268	10	155	315	449		113	192
Vegetables, canned	9,376	126		391	295	622	319	235	4,287	108	496	822	567	14	45	1,008
Wood and manufactures	11,239	370	60	46	359	305	393	55	1,441	73	7,191	172	56	1	105	612
Zinc	274			20	82	40		1	83		35	3	5		5	
Sub-total	1,460,681	15,906	4,419	60,569	84,463	72,138	107,816	13,323	326,472	7,509	182,064	85,694	22,114	29,465	16,968	431,761
Bulk oil—Fuel	556,874	18,480		182,894	44,850	56,291			99,853		48,659		77,955		10,080	17,812
Illuminating	209,809	528		3,141		206,140										
Lubricating	59,210															59,210
Gasoline	59,380	8,089		7,742					6,929							36,620
Bulk oil total	885,273	27,097		193,777	44,850	262,431			106,782		48,659		77,955		10,080	113,642
Grand total	2,345,954	43,003	4,419	254,346	129,313	334,569	107,816	13,323	433,254	7,509	230,723	85,694	100,069	29,465	27,048	545,403

Note.—Figures are net weights in tons of 2,000 pounds.
*7 lbs. per gallon.

PORT OF SAN FRANCISCO—COMPILATION OF CARGO TONNAGE FOR FISCAL YEAR, JULY 1, 1921, TO JUNE 30, 1922.

IMPORTS—FISCAL YEAR, JULY 1, 1921, TO JUNE 30, 1922.

	Total	Alaska	Asia, all others	Canada	Central America	China, Chosen and Hongkong	Continental Europe	East Indies	Hawaiian Islands	India	Japan	Oceania	Philippine Islands	Scandinavian countries	South America	United Kingdom
Bananas	4,120								4,120							
Burlap	19,647					12	1			19,634						
Chalk, sand, stone, etc.	4,685					54	2,431				167	9		58		1,966
Chemicals	27,989		8	26	52	1,134	2,856	1	24	108	868	44			20,205	2,663
Coal and coke	136,827		7,821	1,128		376	1,061				21,275	51,345	449			53,372
Cocoa	5,551				411	1	7	320				34		1	3,182	1,595
Coconut meat and copra	82,286		589			2		2,912	98	127	14	28,812	49,719		13	
Coffee	72,924		634	4	37,632	84		5,251	2,303		707		183		26,092	34
Cotton manufactures	1,957					364	271				1,250	3	4			65
Eggs and albumen	1,884					1,751			1			88				44
Fertilizer	9,687			266	533	293	2,143			1,930	73			591	3,787	71
Fiber, manufactured	13,239					133	31			12,798	49	2	11			215
Fiber, unmanufactured	5,466				299	50		19	26	1,903			3,169			
Fish	37,348	33,027	3	113	292	513	517		330		2,207			318	15	13
Flour	3,578			3,474		46					33				18	7
Furs and skins	1,767	41	1	70	31	82	19		10		2	1,463			47	1
Glass and manufactures*	4,382			11		123	4,206				21					21
Gums	543				14		112	208		190		9				10
Hides	4,168				1	69			785			194			3,119	
Honey	748				45				702						1	
Iron and steel	27,772		2	2	25	10	23,460		63		11	7		1,189		3,003
Kapok	2,773				41			2,183		12			536		1	
Lumber	21,833			20,733	21	8	2					115	952		2	
Matting	274					31					242					
Meat and products	7,867	2		53	1	1,989	58		131	85	11	1,290	221	1	4,011	14
Metals, not otherwise specified	7,207			2,751	1,368	240	299	4	1,242	1	184	2		5	1,087	24
Molasses	19,644								19,644							
Nuts	10,270			20	1	4,704	217		29		1,703	2,149			1,370	77
Oil, cake	13,359		2,070			1,241		235	1,489		1,626	613	6,085			
Oil, Chinese nut	2,756					2,756										
Oil, Coconut	40,457					62						18	40,377			
Oil, Linseed	13,560						482				34					13,044
Oil, Peanut	375						374				1					
Oil, Vegetable and not otherwise specified	54,222	9	5	2	50,948	318	1,810	33			423	79	561		5	29
Ores and minerals**	4,331			5	273	107	8	53			120				3,565	200
Paraffin	1,038							961				44			11	22
Paper manufactures and paper stock	33,618			22,571	3	297	7,469	16		43	681		37	1,557		944
Pineapple, canned	96,551								96,551							
Pineapple, fresh	719								719							
Rice	9,808			1	235	7,924	461	50	619		518					
Rubber	360					1	1	242	9		89					18
Seeds and bulbs	5,003		113	2		2,602	669	54	58		756	326		4	200	219
Silk, raw and manufactured	3,389					598	63				2,719		1			8
Spices	1,684				4	283	26	924	12	93	213					129
Sugar	597,338				13,897	216	5		540,606		4		42,608	1		1
Tapioca	2,085					342	1	1,692			3					47
Tea	4,785					831	2	949		233	2,389				76	305
Tin	4,144		50			58	114	897	1,200	45	8	41				1,731
Tobacco	304				44	55	13		12				179	1		
Unclassified	30,580	199	17	1,021	770	3,140	8,232	460	2,667	165	3,084	1,016	5,833	355	1,826	1,795
Vegetables	7,503				981	1,607	456	5	107	12	3,541	544			146	104
Wood and manufactures	28,904		275	2,892	6,493	3,667	209	234	2	1	8,288	907	5,896	15		25
Wool and manufactures	9,208			3		8,736	24		41	1	17	4			1	381
Totals	1,502,517	33,278	11,588	55,148	114,415	46,910	58,110	17,703	673,600	37,382	53,331	89,158	156,821	4,096	68,780	82,197

Note.—Figures are net weights in tons of 2,000 pounds.
*Since January, 1922.
**Since February, 1922.

Note.—Compilation of above and statistics following for 1921-22 takes no account of coastwise and inland waterway cargo. This will add:

Coastwise, 1921-22	1,430,962
Inland waterway, 1921-22	3,661,610
	5,092,572

PORT OF SAN FRANCISCO—COMPILATION OF CARGO TONNAGE FOR FISCAL YEAR, JULY 1, 1920, TO JUNE 30, 1921.

EXPORTS—FISCAL YEAR, JULY 1, 1920, TO JUNE 30, 1921.

	Total	Alaska	Asia, all others	Canada	Central America	China, Chosen and Hongkong	Continental Europe	East Indies	Hawaiian Islands	India	Japan	Oceania	Philippine Islands	Scandinavian countries	South America	United Kingdom
Asphalt	13,589		236	917	665	1,803		231	5,532	216	1,599	1,348	312		83	647
Autos, 3,000 lbs. per vehicle	6,209		783	29	90	321	6	343	2,390	548	301	346	919	31	96	6
Auto supplies	2,868		17	13	49	415		114	1,404	45	117	302	364		22	6
Barley	223,545			15	33	1,011	6,137	12	14,971		10	3	312	19,173	19,632	162,236
Canned goods	2,058		31	13	45	101		27	220	18	11	21	260	1,305	6	
Cement	39,314	1	10		6,296	177		38	31,013		15	558	103		1,103	
Cereals	2,381	13	13	3	326	164	306	43	884	3	486	45	45		46	4
Chemicals	28,398	17	144	6,232	1,649	2,008	95	296	5,310	582	9,780	1,112	604	87	406	76
Coal and coke	29,656	10,413			183			15	3,302				15,743			
Coffee	3,053	270	860	153	84	181	285		145		31	111	60	581	18	274
Cordage	708	47		54	123	26			344	3	24	25	28		34	
Cotton, manufactured	2,441	4	13	11	645	101		14	908	2	133	365	193		52	
Cotton, raw	27,722					1,886					25,479	12	300		27	18
Dairy products	8,617	137	744	82	195	683	17	595	2,635	171	285	93	1,321		567	1,092
Explosives	1,284	1		10	595	6		16	165			18	158		315	
Foodstuffs	9,004	151	34	171	764	346	301	63	4,239	134	196	293	330	1,142	131	709
Fertilizer	24,796		16		1,076	22		111	13,918		9,308	8	187		150	
Fiber, manufactured	2,631		6	9	1,463	13		26	737		16	95	63		203	
Fire brick, tile, clay, etc.	8,957	14		3	1,573	23			7,011		48	65	220			
Fish, canned	14,021	15	395	379	1,483	502	607	664	2,411	213	123	770	3,419	12	790	2,238
Flour	41,895	2,703	1,821	1,604	13,152	1,445	1,805	1,432	3,392	69	2,530	1,411	1,124	1,853	2,809	4,745
Fruit, canned	41,663	59	218	1,687	1,778	9,166	263	614	690	305	214	347	434	1,528	190	24,170
Fruit, fresh and dried	29,226	32	998	1,737	522	852	8,716	54	3,896	178	433	1,219	1,373	2,852	229	6,135
Glass and manufactures	2,620	1	8	17	151	148		30	513	3	44	454	186	759	11	295
Hay, feed, etc.	15,016	64			181	1			13,127			14	1,626	2	1	
Iron and steel	81,709	72	2,653	85	1,215	15,181	2	3,606	7,335	773	45,030	676	4,484		597	
Iron and steel, miscellaneous manufactures	12,473	53	517	163	413	2,996		498	5,306	91	1,194	512	594		136	
Nails	9,121	72	241	41	286	2,262		331	3,060	72	1,440	445	608		262	
Pipe and fittings	12,737	45	219	102	273	862	38	479	4,577	97	4,770	147	1,025		103	
Railroad track material	12,762		1	32	542	75		1,067	3,101		6,353	28	1,313		250	
Tinplate	25,810	1,113	15	3	58	5,928			15,633		2,649		399		12	
Wire and manufactures	10,267	10	39	216	452	1,246		39	2,024	20	5,619	171	311		120	
Lead	4,943	14		2	51	7			250		4,467	10	142			
Leather	2,314	1	32	33	41	135		32	347	5	1,544	13	114	15	2	
Lumber	46,172	1,398	683	329	4,846	204	159	16	9,783		950	18,448	1,481		7,276	599
Machinery	13,549	70	156	82	532	1,021	45	496	5,585	110	1,980	788	1,431	87	1,138	28
Malt and hops	5,118		34	506	343	153	324	128	182	7	1,639	354	1,225		136	87
Meat and products	3,609	233	33	28	343	65	231	32	1,843	1	105	95	240	33	302	25
Merchandise	4,259	61	13	8	214	231	19	40	2,965	13	213	288	136		50	8
Metals, not otherwise specified	2,279		5	15	403	137		20	508	1	965	12	203	1	9	
Oil—Fuel at 8 lbs. per gallon	146,076	840	160	74,787	21,119	3,460		190	7,654	40	9,427	8,852	8,971		10,576	
Gasoline at 6.6 lbs. per gallon	45,685	10,370	54	593	3,907	158			9,462		490	17,928	981		1,742	
Illuminating at 6.8 lbs. per gallon	98,857	1,515		35	4,733	69,222			719		15,969	5,711	363		425	165
Lubricating and grease at 7.2 lbs. per gallon	76,688	63	1,058	802	589	7,543	1	967	6,254	3,198	2,649	23,189	3,117		346	26,912
*Vegetable and not otherwise specified	1,950	3	8	23	336	99		36	656	3	413	55	284		34	
Paint	6,317	53	107	175	421	316		268	1,909	114	889	1,023	796		246	
Paper	13,300	2	489	111	901	2,462	4	1,204	4,907	158	724	1,206	850	11	270	1
Paraffin	548				27						508	12	1			
Rice	33,381	9		2,130	6,998	53	5,655	1,761	9,183		79	624		2,681	3,100	1,108
Roofing	4,816	6	107	46	91	739	2	120	1,162	246	845	1,106	293		53	
Rubber and manufactures	2,240	3	25	14	103	87		52	623	76	281	410	438		118	10
Salt	19,323	1,837	10	11,486	7	36		6	904	8	4,427	527	57		18	
Shocks	6,274	1,406	563	35	627	867	28	753	1,764		42	140	24		25	
Soap	3,317	6	3	90	1,244	129	2	15	1,356	3	35	71	350		13	
Sugar and manufactures	4,648	102	8	220	311	127	243		1,818	5	203	45	1,345	115	14	92
Tobacco	2,388	4	15	2	14	957		4	729	2	170	21	470			
Unclassified	34,131	2,601	2,869	756	3,269	1,065	2,485	364	9,743	117	3,039	1,376	2,845	884	877	1,841
Vegetables	26,310	508	181	297	12,673	184	2,642	14	7,355	3	142	1,527	540	7	222	15
Vegetables, canned	3,944	88	128	357	500	411	39	80	475	138	311	368	425	161	60	403
Wood and manufactures	4,445	60	125	332	269	463	621	29	1,155	3	637	369	85		185	112
Zinc	546			2	44	62			34		290	202	110		3	
Sub-total	1,363,978	36,560	16,898	107,077	101,316	140,345	31,078	17,385	249,518	7,794	171,670	95,584	65,735	33,320	55,641	234,057
Bulk oil—Fuel	530,794	16,265		138,286	16,648	43,928			281,871		23,443				10,353	
Illuminating	156,547					143,272				9,196			4,079			
Lubricating	18,622															18,622
Gasoline	66,582	4,420		9,430		24,789			13,170					4,517	10,256	
Bulk-oil total	772,545	20,685		147,716	16,648	211,989			295,041	9,196	23,443		4,079	4,517	20,609	18,622
Grand total	2,136,523	57,245	16,898	254,793	117,964	352,334	31,078	17,385	544,559	16,990	193,113	95,584	69,814	37,637	76,250	252,679

Note.—Figures are net weights in tons of 2,000 pounds.
*7 lbs. per gallon.

Note.—Compilation of above and statistics following for 1920-21 takes no account of coastwise and in land waterway cargo. This will add: Coastwise, 1920-21 1,254,451
Inland waterway, 1920-21 3,951,006

5,205,517

PORT OF SAN FRANCISCO—COMPILATION OF CARGO TONNAGE FOR FISCAL YEAR JULY 1, 1920-JUNE 30, 1921.

IMPORTS—FOR THE FISCAL YEAR JULY 1, 1920, TO JUNE 30, 1921.

	Total	Alaska	Asia, all others	Canada	Central America	China, Chosen and Hongkong	Continental Europe	East Indies	Hawaiian Islands	India	Japan	Oceania	Philippine Islands	Scandinavian countries	South America	United Kingdom
Bananas	4,053								4,053							
Burlap	21,762					107				21,655						
Chalk, sand, stone, etc	25,979						21,879							511	50	3,539
Chemicals	52,651		4,376	3,769	1,968	2,095	1,087	1	26	336	13,470	54		50	21,280	4,139
Coal and coke	23,308	5,472		920	656	500		392			495	11,091	25			3,757
Cocoa	4,538			1	1,342			144				14			2,164	873
Coconut meat and copra	82,397		1,073				11	11 072	6	29		55,696	13,505		5	
Coffee	70,131		385	13	55,760			3,543	1,715		181	224			8,174	136
Cordage	2					1			1							
Cotton, manufactured	2,047				1	545	149		1	7	1,175		90	2	1	76
Eggs and albumen	646			1		605						40				
Fertilizer	12,431		1,986	654	321	1	105		18	6,222	1,876	81			1,062	105
Fiber, manufactured	55,314		29,836	4		765	9	7	36	24,109	118	101	269			60
Fiber, unmanufactured	16,684		1,506		98	881	1	6,666	70	1,619	16	1,887	3,930	1	9	
Fish	15,081	12,230		119	135	356	235		74		1,539		11	320		62
Flour	5,112			4,096		906					110					
Furs and skins	2,559			15	5	98	5		52	1	60	2,259			62	2
Gasoline	70,629				70,629											
Gums	1,501		543		14	26		149		405	15	348	1			
Hides	7,996		281		41				818		26	5,438			1,392	
Honey	498								467			31				
Iron and steel	33,451		540	5,506	3,974	442	996		7		69	5	810	200	1,729	19,173
Kapok	634							511		1		121	1			
Lumber	4,472		90	2,268	466	55	10		49		785	92	184	473		
Matting	822					279				76	467					
Meat and products	4,272		10	4	9	433	10		156		31	3,563	2	2	29	23
Metals, not otherwise specified	12,306		393	8	1,447	4,764	97		1,432		867	179	14		3,089	16
Molasses	40,338								40,337							1
Nuts	12,839		110	91	21	2,345	146		14		5,026	5,086				
Oil, cake	48,824		3,107		16	5,782		23,167		4,509	2,211		2,609		7,423	
Oil, Chinese nut	1,246					1,246										
Oil, coconut	61,023		628					35,276			32	7,565	17,152			
Oil, linseed	723					53					202					468
Oil, peanut	2,544					1,062					1,482					
Oil, soya	6,115		4,061			76					241	1,737				
Oil, vegetable and not otherwise specified	30,779		457	1,059	17,738	5,784	1,098	563	12	8	951	41	1,587	16	1,451	14
Paraffin	392		28					364								
Paper manufactures and paper stock	9,563		36	2,471		245	64		463		247	35		298		5,704
Pineapple, canned	90,482								90,482							
Pineapple, fresh	2,311								2,311							
Rice	16,509		629			13,198		145	1,198		1,339					
Rubber	4,679		1,833	17		29	1	2,091	5	229	159	309			4	2
Seeds and bulbs	4,765		454		49	430	135		36		874	192		139	2,333	123
Silk, raw and manufactured	2,511					1,167	28				1,316					
Spices	2,205		373		76	522	21	672	7	62	303	51		4		114
Sugar	620,007		345		21,636	23,207		13,427	510,549		21,878	1,496	27,443	4	22	
Tapioca	1,363		247			88		942		51	35					
Tea	6,123		390		44	1,475		753		56	2,775	21				611
Tin	4,530	3	1,772			1,571	3	263		51	25	806				36
Tobacco	1,133				40	115	84	22	3				757	1		111
Unclassified	46,694	164	1,283	6,653	552	5,495	8,128	837	2,593	250	8,619	3,090	2,115	2,255	2,020	2,640
Vegetables	11,515		253	375	149	1,600	101	6,855	85		1,758	87			217	35
Wood and manufactures	14,729		98	1,514	2,558	2,234	79	5	162	8	3,595	545	3,897	33	1	
Wool and manufactures	15,394		1		3	3,855	64		82	5	346	10,671				267
Totals	1,590,512	17,869	57,124	29,558	179,748	84,438	34,546	107,867	657,320	59,689	74,712	113,956	74,772	4,309	52,517	42,087

Note—Figures are net weights in tons of 2,000 lbs.

INTERCOASTAL—TO SAN FRANCISCO, FOR PERIOD OCTOBER 1920, TO JUNE 30, 1921, AND FISCAL YEAR, JULY 1, 1921, TO JUNE 30, 1922.

October, 1920, to June 30, 1921.	Total	From New York	From Baltimore	From Philadelphia	From Boston	From New Orleans	From Jacksonville	From Savannah	From Norfolk	From Mobile	From Portland, Me.	From Texas City	From Galveston	From Newport News
Canned goods	273	106	167											
Coal and coke	28,737	89	550	2,300					25,798					
Cordage	875	663	14	51	109	2		1	30	5				
Drugs and chemicals	6,657	4,378	695	1,065	353				43		23			
Dry goods	3,757	1,453	1,068	293	608			172	91	72				
Electrical goods	1,572	734	11	739	83				5					
Foodstuffs	5,630	2,940	614	1,572	360	106			38					
Hardware and plumbers' supplies	24,799	14,307	4,478	4,267	1,189	186			42	319	11			
Iron and steel	54,035	31,975	4,156	13,116	573	2,509	511			1,195				
Iron and steel miscellaneous manufactures	3,984	2,046	637	550	211				141	399				
Lard and lard substitutes	276					276								
Linoleum	396	175		221										
Machinery	7,612	3,377	1,699	1,726	477	15			317		1			
Miscellaneous merchandise	10,962	5,766	2,885	1,076	1,062	134			1	27	11			
Nails	373	250	92	25	6									
Oil, lubricating	4,402	3,582	133	663	24									
Oysters	224		80			144								
Paint	3,627	2,800	358	301	121				47					
Paper and manufactures	6,425	2,870	308	1,005	1,511	12			43		676			
Pipe and fittings	24,669	9,777	6,331	1,205	359	804		218		5,975				
Resin	1,139	6				855		187		91				
Sulphur	8,124					1,120						7,004		
Tinplate	9,886	5,870	2,766	224	26									
Tobacco	1,852	862	31	17	2	192			671	77				
Wire and manufactures	16,514	14,630	202	877	662	34			109					
Unclassified	74,154	17,970	39,364	3,347	2,351	4,270		201	5,986	171	494			
Totals	300,854	127,626	66,639	34,640	10,087	10,659	511	779	33,362	8,331	1,216	7,004		
July 1, 1921, to June 30, 1922.														
Canned goods	3,359	460	410	1,167		989				30	303			
Coal and coke	20,389		1,673	1,917		1,279			14,520					1,000
Cordage	1,304	969	44	122	68	41		1	25	34				
Drugs and chemicals	19,482	13,112	2,825	2,348	819	143			169	61	5			
Dry goods	11,666	6,133	342	993	2,246	283		751	762	146	10			
Electrical goods	7,115	4,452	441	1,809	404	9								
Foodstuffs	10,197	4,934	501	3,162	669	822			20	76	13			
Hardware and plumbers' supplies	23,034	10,353	4,915	5,805	1,258	323	122		1	242	9			
Iron and steel	73,185	32,608	16,692	15,929	445	4,603	112		60	2,736				
Iron and steel miscellaneous manufactures	21,496	6,570	4,602	4,963	657	4,378	14	52	102	147	11			
Lard and lard substitutes	2,463	596	344	25		1,446		52						
Linoleum	4,617	2,074	57	2,486										
Machinery	8,107	4,871	773	1,461	760	238			1	2	1			
Miscellaneous merchandise	11,797	6,943	757	2,029	1,678	153		79	33	34	91			
Nails	20,254	12,800	3,440	129	347	1,366	41			2,131				
Oil, lubricating	7,331	4,099	75	3,140	17									
Oysters	984		302			296		328	24	34				
Paint	4,962	3,409	242	949	317	35			10					
Paper and manufactures	21,159	9,936	585	2,766	5,127	167			68	91	2,419			
Pipe and fittings	51,177	13,580	13,963	7,446	256	2,508	47			11,684	1,693			
Resin	4,010					1,574		911		1,525				
Sulphur	7,795	60										6,500	1,235	
Tinplate	53,350	3,050	49,817	261					25	197				
Tobacco	6,093	1,608	228	114	3	1,072			1,362	1,706				
Wire and manufactures	35,133	28,475	2,196	2,638	1,071	513	34			129	77			
Unclassified	82,288	25,507	14,641	17,410	5,653	11,281	1,023	1,522	1,827	2,063	1,361			
Totals	512,747	196 604	119,865	79,069	21,796	33,519	1,393	3,696	19,009	23,068	5,993	6,500	1,235	1,000

INTERCOASTAL—FROM SAN FRANCISCO, FOR PERIOD OCTOBER 1, 1920, TO JUNE 30, 1921, AND FISCAL YEAR JULY 1, 1921, TO JUNE 30, 1922.

October 1, 1920, to June 30, 1921.	Total	To New York	To Baltimore	To Philadelphia	To Boston	To New Orleans	To Jacksonville	To Savannah	To Norfolk	To Mobile	To Portland, Me.	To Houston	To Galveston	To Charleston
Beans	4,457	2,613	209	61	1,350		21			153	50			
Canned goods	10,080	5,683	267	2,352	1,212	185		65	230	86				
Fish, canned	8,039	3,887	273	2,162	1,652	65								
Fruit, canned	38,509	19,871	3,945	8,473	5,828	85	47	179	81					
Fruit, fresh and dried	4,951	3,435	352	510	584	37			33					
Hay and feed	694	644			50									
Hides	68				68									
Lumber and manufactures	3,466	1,002	146	2,292	26									
Milk powdered, dried, etc.	894	822	22	49		1								
Oil, lubricating	36,733	273		36,460										
Rice	587	548		3	36									
Salt	6,995	4,206	516	1,301	972									
Tallow	181	91	46			44								
Vegetables, canned	17,899	8,871	1,579	3,614	1,598	159	1,699	303	76					
Wool	9,427	2,991	67	265	6,104									
Unclassified	111,884	62,229	14,180	20 556	5,231	261	166	1,240	976	45				
Totals	254,864	124,166	21,602	78,098	24,711	837	1,933	1,787	1,396	284	50			
July 1, 1921, to June 30, 1922.														
Beans	22,733	7,082	274	1,429	8,239	2,783	38		251	737	1,233	519	97	51
Canned goods	31,025	10,570	2,933	7,064	1,540	1,862	82	1,634	1,611	684	2,086	652	251	56
Celite	5,705	2,891	146	2,006	662									
Fish, canned	11,586	5,700	626	1,876	2,050	612		16	22	259	218	92		115
Fruit, canned	73,643	38,426	4,624	13,863	10,456	3,080	56	28	1,344	694	608	257	75	132
Fruit, fresh and dried	33,877	26,971	240	1,643	3,608	37	35	16	547	129	188	408	12	43
Hay and feed	5,221	4,074	340	97	641						69			
Hides	5,247	1,660	106	234	3,247									
Lumber and manufactures	2,741	2,423		41	275	2								
Milk, powdered, dried, etc.	2,382	2,134		33	132		23	60						
Oil, lubricating	35,007	57	5	34,940	5									
Rice	601	431				170								
Tallow	1,809	1,749	36	24										
Vegetables, canned	31,637	23,313	534	3,105	2,478	1,218	62	22	115	254	240	197		99
Wool	31,404	7,351	881	4,955	18,217									
Unclassified	85,718	34,791	21,851	21,307	4,335	1,630	82	249	501	245	17	552	57	101
Totals	380,336	169,623	32,596	92,617	55,885	11,394	378	2,025	4,391	3,002	4,659	2,677	492	597

I. T. IMPORTS—FISCAL YEARS, JULY 1, 1920, TO JUNE 30, 1921, AND JULY 1, 1921, TO JUNE 30, 1922.

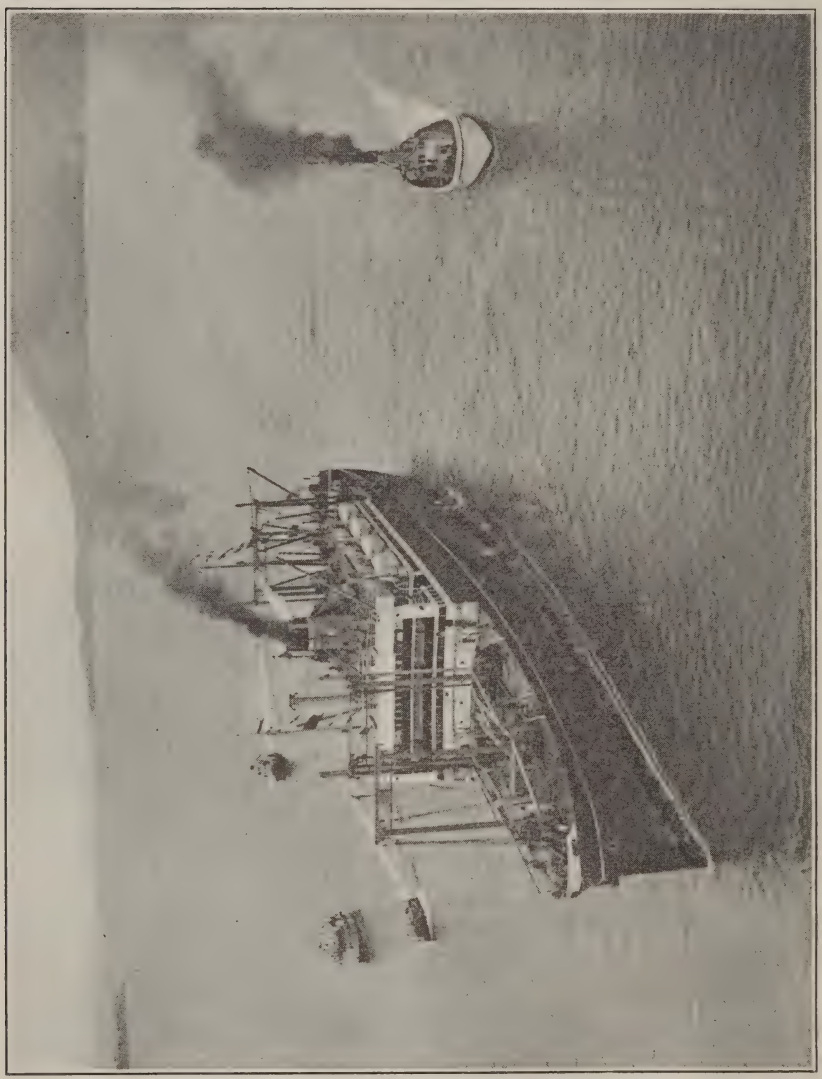
	Total	Canada	Central America	China	Continental Europe	East Indies	India	Japan	Oceania	Philippine Islands	Scandinavian countries	South America	United Kingdom
1920-1921	21,131	52	780	5,323	59	508	252	4,027	7,510	666	572	1,280	102
1921-1922	35,847	1,979	975	7,391	951	7,370	163	6,450	6,375	1,165	880	1,510	638

TRANSPORTATION AND EXPORTATION AND DIRECT EXPORTATION—FISCAL YEARS, JULY 1, 1920, TO JUNE 30, 1921, AND JULY 1, 1921, TO JUNE 30, 1922.

	Total	Canada	Central America	China	Continental Europe	East Indies	India	Japan	Oceania	Philippine Islands	Scandinavian countries	South America	United Kingdom
1920-1921	20,128	3,681	4,742	3,062	6,985	7	415	764	170		106	7	120
1921-1922	23,008	4,140	1,382	4,271	1,206	1,328	1,207	1,187	1,260	191	4	6,598	234

PART VI.

MATTERS OF GENERAL INFORMATION.



The Golden State—now the President Cleveland—U. S. Shipping Board vessel, entering San Francisco through the Gold en Gate, escorted.

DESCRIPTION OF SAN FRANCISCO HARBOR.

Entrance.

The Golden Gate is the entrance which connects the bay of San Francisco and tributary rivers with the Pacific Ocean. It is about three miles in length, nearly a mile wide at its narrowest part, and has a minimum depth of 105 feet.

Its shores are high, bold and rocky. Outside the entrance, about six miles distant is the "bar," a crescent shaped sand bank with a minimum depth of 24 feet at low water, extending from the Bonita Channel on the north to the south channel, about six miles below Point Lobos. Three deep natural channels cut this "bar."

The Bonita, or North Channel, has a width of over 2000 feet at its narrowest point and a minimum depth at mean low water of 54 feet. A second channel known as the Central or Main Ship Channel crosses the "bar" about the center of the crescent and is over a mile in width with a minimum depth of 35 feet at mean low water. The third, or South Channel, follows close to the San Francisco shore line. It is two-thirds of a mile wide and has a minimum depth of 36 feet at mean low water.

It is a satisfaction to San Francisco to know that no matter how great the depth of the ship of the future, it will always be able to enter this port in safety. Very few of the ports of the world can boast of such deep wide channels at their entrance.

The United States Coast and Geodetic Survey gives the mean tidal range at entrance to San Francisco Bay at 3.9 feet or 5.59 feet if the mean higher high and the mean lower low are compared.

Inside the Port.

Here nature has supplied a deep, safe, commodious waterway. San Francisco Bay, if we include its northern extension, San Pablo Bay, covers an area of 420 square miles, or excluding the areas of submerged lands under private ownership, 291 square miles. It is one of the very largest land-locked harbors in the world, and so safe that the annual damage to shipping is practically nil.

Extending from the south portal of the Golden Gate at Fort Point, along the bay shore of San Francisco and San Mateo counties, thence across Santa Clara to Alameda County and following along the shores of Contra Costa, Solano, Sonoma and Marin counties to Lime Point, we have, omitting the numerous navigable inlets, a shore line of 155 miles in length, every mile of which is suitable and available for commercial and industrial use.

Along the San Francisco waterfront, at the pier head line, the depth of water ranges from 40 feet to 80 feet. The only dredging required is in the slips between the piers in the basins and inlets, where a depth of 20 to 40 feet is maintained. The state operates one clam shell dredger which cares for all necessary dredging.

San Francisco is the terminal point of four great transcontinental railroad systems, and has behind it and directly tributary to it the two immense valleys of the Sacramento and San Joaquin rivers, which drain more than half the productive area of the extensive State of California.

Likewise the coast railway lines north and south of San Francisco are intimately connected with the harbor by important transportation systems, steadily ramifying into much new territory.

PROPERTY UNDER JURISDICTION OF BOARD OF STATE HARBOR COMMISSIONERS.

Commencing at the point where the easterly line of the Presidio reservation intersects the waterfront line as established by the Board of State Tide Land Commissioners; thence easterly along said waterfront line parallel with and distant two hundred feet northerly from the northerly line of Lewis street to the center of Webster street; thence southerly along the center of Webster street to the center of Lewis street; thence easterly along the center of Lewis street to the southwesterly line of The Embarcadero at the easterly line of Van Ness avenue; thence along said line of The Embarcadero to the center of Polk street; thence southerly along the center of Polk street to the center of Tonquin street; thence easterly along the center of Tonquin street to the center of Larkin street; thence southerly along the center of Larkin street to the center of Jefferson street; thence easterly along the center of Jefferson street to the southwesterly line of The Embarcadero; thence along said line of The Embarcadero to the center of Powell street; thence southerly along the center of Powell street to the center of Beach street; thence easterly along the center of Beach street to the westerly line of The Embarcadero; thence along said line of The Embarcadero to the center of Grant avenue; thence southerly along the center of Grant avenue to the center of North Point street; thence easterly along the center of North Point street to the westerly line of The Embarcadero; thence along said line of The Embarcadero to the center of Kearny street; thence southerly along the center of Kearny street to the center of Francisco street; thence easterly along the center of Francisco street to the center of Montgomery street; thence southerly along the center of Montgomery street to the center of Chestnut street; thence easterly along the center of Chestnut street to the center of Sansome street; thence southerly along the center of Sansome street to the center of Lombard street; thence easterly along the center of Lombard street to the westerly line of The Embarcadero; thence along said line of The Embarcadero to the center of Battery street; thence southerly along the center of Battery street to the center of Greenwich street; thence easterly along the center of Greenwich street to the westerly line of The Embarcadero; thence along said line of The Embarcadero to the center of Front street; thence southerly along the center of Front street to the center of Vallejo street; thence easterly along the center of Vallejo street to the center of Davis street; thence southerly along the center of Davis street to the center of Pacific street; thence easterly along the center of Pacific street to the westerly line of The Embarcadero; thence southerly along the westerly line of The Embarcadero to the southerly line of Pacific street; thence along a line parallel with Drumm street and distant seventy-five feet six inches therefrom to the intersection of the westerly line of The Embarcadero with the northerly line of Jackson street; thence along the westerly line of The Embarcadero to the northerly line of Clay street; thence along the northerly line of Clay street to the westerly line of The Embarcadero; thence along the westerly line of The Embarcadero to a point on said line distant northerly along said line sixty feet four inches from the intersection of said line with the northerly line of Market street; thence southerly along a line forming a right angle

with Sacramento street to the northerly line of Sacramento street; thence along the northerly line of Sacramento street to the northerly line of Market street; thence along the northerly line of Market street to the westerly line of The Embarcadero; thence along said line of The Embarcadero to the center of Folsom street; thence westerly along the center of Folsom street to the center of Steuart street; thence southerly along the center of Steuart street to the westerly line of The Embarcadero; thence along said line of The Embarcadero to its intersection with a line parallel with and distant one hundred thirty-seven feet six inches southerly from Harrison street; thence along said last described line to the center of Spear street; thence southerly along the center of Spear street to the westerly line of The Embarcadero; thence along said line of The Embarcadero to the center of Bryant street; thence westerly along the center of Bryant street to the center of Beale street; thence southerly along the center of Beale street to the westerly line of The Embarcadero; thence along said line of The Embarcadero to the center of Brannan street; thence westerly along the center of Brannan street to the center of First street; thence southerly along the center of First street to the westerly line of The Embarcadero; thence along said line of The Embarcadero to the center of Townsend street; thence westerly along the center of Townsend street to the center of Gale street; thence at right angles southerly along the center of Gale street to the center of King street; thence westerly along the center of King street to the center of Second street; thence southerly along the center of Second street to the center of Berry street; thence westerly along the center of Berry street to the center of Third street; thence southerly along the center of Third street to the northerly line of Channel street; thence westerly along the last mentioned line to a point on the shore line of 1851, five hundred eighty-eight feet more or less westerly from the westerly line of Seventh street; thence southerly along said shore line to the southerly line of said Channel street; thence easterly along said last mentioned line six hundred seventy-five feet more or less to the westerly line of Seventh street; thence continuing easterly along said southerly line of Channel street to the center of Third street; thence southerly along the center of Third street to the center of Fourth street; thence along the center of Fourth street to the westerly line of The Embarcadero; thence along said line of The Embarcadero to the center of Louisiana street; thence southerly along the center of Louisiana street to the center of El Dorado street; thence westerly along the center of El Dorado street to the center of Illinois street; thence southerly along the center of Illinois street to the center of Eighteenth street; thence easterly along the center of Eighteenth street to the westerly line of the Embarcadero; thence southerly along the westerly line of the Embarcadero to the water front line established by the Board of State Tide Land Commissioners near its intersection with the southerly line of Twenty-second street; thence along said water front line to the westerly line of The Embarcadero at its intersection with the southerly line of Twenty-sixth street; thence along said line of The Embarcadero to the center of Tulare street; thence westerly along the center of Tulare street to the center of what was formerly Hernadotte street; thence along the center of Hernadotte street across

Islais Creek Channel to the center of Islais street; thence easterly along the center of Islais street to the easterly line of Third street; thence southerly along the easterly line of Third street to the southwesterly line of what was formerly Arthur avenue; thence along said last described line to the center of India street; thence southerly and easterly along the center of said India street to the westerly line of The Embarcadero; thence along said last described line to the center of China street; thence westerly along the center of China street to the center of Custer avenue; thence southerly along the center of Custer avenue to the northerly line of the property of the California Dry Dock Company; thence easterly along said last mentioned line to the westerly line of The Embarcadero; thence along the westerly line of The Embarcadero to the center of Waterfront street; thence southwesterly and southeasterly along the center of Waterfront street to the westerly line of The Embarcadero; thence along said line of The Embarcadero to the center of Shafter avenue; thence westerly along the center of Shafter avenue to the center of Alvord street; thence southerly along the center of Alvord street to the center of Wallace avenue; thence westerly along the center of Wallace avenue to the shore line of 1878 at a point two hundred forty feet more or less northerly from Hawes street; thence southerly along said shore line to the center of Yosemite avenue; thence easterly along the center of Yosemite avenue to the westerly line of The Embarcadero; thence southerly along the westerly line of The Embarcadero to the southerly boundary of the city and county of San Francisco; thence along the southerly, easterly and northerly boundary lines of said city and county to a point due north of the place of commencement and thence south to the place of commencement.

SEAWALL LOTS.

Property of Board of State Harbor Commissioners. (See Map.)

Number	Area in square feet	Appraised valuation
A	584	$5,000 00
B	29,518	67,500 00
C	52,500	131,250 00
1	72,781	200,000 00
2	8,677	25,000 00
3	38,343	120,000 00
4	31,178	110,000 00
5	54,605	150,000 00
6	13,120	50,000 00
7	87,067	325,000 00
8	30,264	145,000 00
9	4,727	25,000 00
10	4,326	28,500 00
11	45,372	262,500 00
12	75,524	440,000 00
13	3,103	20,000 00
14	42,630	300,000 00
15	75,447	505,000 00
16	2,746	25,000 00
17	23,647	92,700 00
18	26,793	93,775 00
19	14,623	51,180 50
20	93,668	327,838 00
21	14,625	85,000 00
22	97,791	600,000 00
23	88,577	400,000 00
24	78,285	400,000 00
25	10,860	67,500 00

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RECORD OF WHARFAGE AND SHIPPING FACILITIES AT THE PORT OF SAN FRANCISCO UNDER CONTROL OF THE BOARD OF STATE HARBOR COMMISSIONERS.—REVISED TO JUNE 30, 1922.

NORTH	DIMENSIONS	TYPE OF CONSTRUCTION	TRACKS AND SPECIAL FEATURES		LENGTH OF BERTH, IN FEET.			AREAS, IN SQUARE FEET. PIERS.			BULKHEAD WHARVES AND SUNDRY.		
DESIGNATION OF UNIT.			Description.	Length of Track in Feet.	At Sides of Piers.	At Ends (Corner-Only not Used)	At Bulkhead Wharves, Etc.	Total Main Floor Area.	Covered Main Floor Cargo Space.	Upper Floor Cargo Space.	Total Main Floor Area.	Covered Main Floor Area.	Upper Floor Cargo Space.
Ferry Terminal.													
Pier 1.	51x282 Irregular.	Concrete cylinders, largely replaced with creosoted piles; timber deck, wooden shed.		0	282	0	0	10,446	8,080	0	0	0	0
Bulkhead Wharf 1a.	33x150	Structural steel and concrete deck on Concr.-Prot. piles.	Landing Float	0	0	0	181	0	0	0	6,759	0	0
Bulkhead Wharf 1.	45x169	Reinf. Concr. piles and deck; fire resistant shed of wood, concrete and plaster.		0	0	0	0	0	0	0	7,603	5,963	3,428
Pier 1½.	76x99	Same as Bulkhead Wh. 1.		0	99 99	0	0	7,850	6,325	0	0	0	0
Pier 3.	138x707	Same as Bulkhead Wh. 1.	Depr. track at N. side.	705	703 703	138	0	98,605	79,034	0	11,144	8,988	4,302
Bulkhead Wharf 3.	45x85	Same as Bulkhead Wh. 1.	Lead to Pier 3.	24	0	0	157	0	0	0	3,863	1,856	1,856
Pier 5.	114x600 Irregular.	Concr.-protected piles, largely replaced by Creo. piles; Timber deck; shed of wood, plaster front; Reinf. Concr. B.W.	Depr. track, S. side.	316	600 585	100	0	63,654	52,624	44	5,221	4,770	2,073
Bulkhead Wharf 5.	61x174	Concr. and Creo. piles, Concr. and Timber deck, wooden shed, plaster front.		0	0	0	174	0	0	0	10,236	7,028	7,028
Pier 7.	132x818	Creo. piles, steel and timber; deck, wooden shed, plaster front; Concr. B.W.	Flush track, S. side.	862	804 815	132	0	107,657	75,287	0	5,175	4,951	0
Bulkhead Wharf 7.	45x222	Concr. piles and deck, wooden shed, plaster front.	Pilot's landing float.	0	0	0	185	0	0	0	9,984	5,866	0
Pier 9.	113x800	Creo. piles, timber deck, wooden shed; Concr. B.W.	Flush track, S. side.	837	800 800	113	0	90,349	68,902	0	5,083	0	0
Bulkhead Wharf 9.	45x138	Reinf. Concr. piles and deck.		0	0	0	147	0	0	0	6,188	0	0
Pier 11.	120x796	Creo. piles, Struc. steel and Timber deck, wooden shed, plaster Frt.; Reinf. Concr. B.W.	Depr. track, N. side.	791	796 796	120	0	97,337	70,476	0	6,908	4,903	0
Bulkhead Wharf 11.	45x149	Reinf. Concr. piles and deck.	Lead to Pier 11.	36	0	0	149	0	0	0	7,764	0	0
Pier 15.	90x794	Creo. piles, timber deck, Reinf. Concr. B.W.	Flush track, center Coal bunkers and machinery.	804	794 794	90	0	71,622	0	0	5,815	0	0
Bulkhead Wharf 15.	41x183	Reinf. Concr. piles and deck.	Lead to Pier 15.	40	0	0	183	0	0	0	8,239	0	0
Pier 17.	126x800	Wooden piles in pre-cast Concr. Cyls.; deck of Steel angle, plaster; wooden shed; Reinf. Concr. B.W.	Flush track, N. side.	801	800 800	126	0	102,067	76,358	0	6,856	0	0
Bulkhead Wharf 17.	41x90	Reinf. Concr. piles and deck.	Lead to Pier 17.	35	0	0	90	0	0	0	4,341	0	0
Pier 19.	100x600	Creo. piles and Concr. protected wooden piles; timber deck, wooden shed; Reinf. Concr. B.W.		0	600 600	100	0	59,856	44,435	0	4,660	174	0
Bulkhead Wharf 19.	35x170	Concr.-Prot. wooden piles, Struc. steel and Concr. deck, wooden shed.		0	0	0	170	0	0	0	5,860	4,824	0
Pier 21.	108x802	Concr.-Prot. wooden piles, mostly replaced by Creo. piles; timber deck, wooden shed; Concr. B.W.	Flush track, S. side.	836	802 802	108	0	86,184	62,276	0	7,665	0	0
Bulkhead Wharf 21.	47x176	Concr. piles and deck.		0	0	0	176	0	0	0	8,213	0	0
Pier 23.	100x600	Creo. piles and Concr.-Prot'd wooden piles, timber deck; Concr. B.W.		0	600 596	100	0	59,649	48,126	0	4,657	0	0
Bulkhead Wharf 23.	47x141	Concr. piles and deck.	Lead to Pier 25.	33	0	0	141	0	0	0	6,559	0	0
Pier 25.	140x805	Creo. piles and Concr.-Prot'd wooden piles, timber deck, wooden shed; Reinf. Concr. B.W.	Flush track, S. side.	808	805 798	140	0	109,027	81,468	0	5,973	1,076	0
Connecting Wharf 25.	83x158 Irregular.	Concrete and Creo. piles; Concrete and timber deck; wooden shed, plaster front.		0	0	0	158	6,050	5,069	0	8,325	5,088	0
Pier 27.	132x623 Irregular.	Concr. Prot. wooden piles mostly replaced by Creo.; deck of steel and timber; wooden shed; Reinf. Concr. B.W.	Depr. track, N. side.	680	565 623	132	0	81,168	60,350	0	6,716	5,715	0
Bulkhead Wharf 27.	47x200	Reinf. Concr. piles and deck; Belt R.R. Office Bldg. of same.	Lead to Pier 29.	46	0	0	210	0	0	0	9,333	0	0
Pier 29.	200x800	Reinf. Concr. piles; Cyls. and deck; shed of wood, steel and concrete, plaster front.	Flush track, S. side. Depr. track, N. side. Cargo masts.	792 837	800 650	200	0	161,065	132,184	0	10,305	7,937	0
Connecting Wharf 29.	185x245	Reinf. Concr. piles and deck, wooden shed, plaster front.	Lead to Pier 31.	190	0	0	245	34,845	32,407	0	9,900	8,300	0
Pier 31.	150x813 Irregular.	Reinf. Concr. piles, Cyls. and deck, shed of wood (Fire resistant) and concrete, plaster front.	Flush track, S. side. Depr. track, N. side.	685 828	661 788	150	0	119,964	90,500	0	8,612	7,252	0
Bulkhead Wharf 31.	43x120 Irregular.	Reinf. Concr. piles and Dk., wooden shed, plaster front.		0	0	0	234	0	0	0	5,625	0	0
Pier 33.	150x820 Irregular.	Concr. piles and deck; fire-resistant wooden shed, plaster front.	Flush track, E. side. Depr. track, W. side.	850 830	807 787	150	0	121,322	88,784	0	9,840	9,840	0
Bulkhead Wharf 33.	43x132	Same as Pier 33.	Firemen's quarters.	0	0	0	100 83	0	0	0	6,435	4,302	0
Pier 33½.	16x108 Irregular.	Creo. piles, timber deck.	Hose rack.	0	108 100	0	0	1,543	0	0	0	0	0
Pier 35.	200x975 Irregular.	Reinf. Concr. piles and deck, shed of wood and A.P.M., plaster front.	Flush track, E. side. Depr. track, W. side.	998 870	975 817	200	0	180,196	143,134	0	14,225	13,035	0
Bulkhead Wharf 35.	45x210 Irregular.	Reinf. Concr. piles and deck.		0	0	0	279	0	0	0	10,231	0	0
Pier 37.	200x1055 Irregular.	Creo. piles, timber deck; wooden shed, plaster front; Reinf. Concr. Bulk Wh.	Flush track, E. side. Depr. track, W. side.	1,081 900	1,055 854	200	0	190,812	151,428	0	15,729	14,456	0
Bulkhead Wharf 37.	45x343 Irregular.	Reinf. Concr. piles and deck.	Lead to Pier 39.	35	0	0	343	0	0	0	20,419	0	0
Pier 39.	100x937 Irregular.	Reinf. Concr. Cyls. and deck, wooden shed; Concr. piles Bulk.	Flush track, E. side. Depr. track, W. side.	972 919	938 878	140	0	129,717	81,298	0	7,694	0	0
Bulkhead Wharf 39.	45x215	Reinf. Concr. piles and deck.		0	0	0	292	0	0	0	9,675	0	0
Pier 41.	200x1082 Irregular.	Creo. piles, timber deck; Fire-resistant wooden shed, plaster front; Concr. B.W.	Flush track, E. side. Flush track, W. side.	1,110 934	1,082 883	200	0	196,302	154,715	0	15,707	14,540	0
Bulkhead Wharf 41.	60x169 Irregular.	Reinf. Concr. piles and deck.	Leads to Pier 43. Lead to slip. Rock Bunkers.	52 26	0	0	197	0	0	0	9,208	0	0
Pier 43.	168x882 Irregular.	Creo. piles, timber deck.	E. side and middle W. side and mudsills. Both flush tracks.	652 631	863	168	0	75,978	0	0	0	0	0
Bulkhead Wharf, Section B.	60x932	Creo. piles, timber deck.	Leads to Pier 43. Leads to Slips.	123 1,332	0	0	0	0	0	0	55,800	0	0
Powell St. Car Ferry Slips.		Creo. piles, timber deck, Reinf. Concr. apron supports.	Slip and storage tracks.	3,350	90	0	0	28,737	0	0	0	0	0
Bulkhead Wharf, Sec. C.	60x477	Creo. piles, timber deck.	Customs, Barge Office, Quarantine Bldg., P.C.	0	0	0	477	0	0	0	28,860	0	0
Bulkhead Wharf, Sec. D.	120x592	Creo. piles, timber deck.		0	0	0	592	0	0	0	71,040	0	0
Hyde St. Ferry Slip.													
Aquatic Park.													
U.S. Army Transport Docks at Fort Mason, at Van Ness Avenue.			Six 462.7 tracks. Three double crossovers.	2,772 600									
Yacht Harbor.													
TOTAL NORTH OF FERRY BLDG.					30,225	30,952	2,807	4,963	2,291,952	1,617,260	44	485,166	141,570	18,687
TOTAL SOUTH					30,420	27,605	2,830	19,574	2,266,387	1,440,170	83,663	1,244,543	236,767	5,463
GRAND TOTAL.					60,645	58,557	5,637	24,537	4,558,339	3,057,430	83,707	1,729,709	378,337	24,150

RECORD OF WHARFAGE AND SHIPPING FACILITIES AT THE PORT OF SAN FRANCISCO UNDER CONTROL OF THE BOARD OF STATE HARBOR COMMISSIONERS.—REVISED TO JUNE 30, 1922.

SOUTH

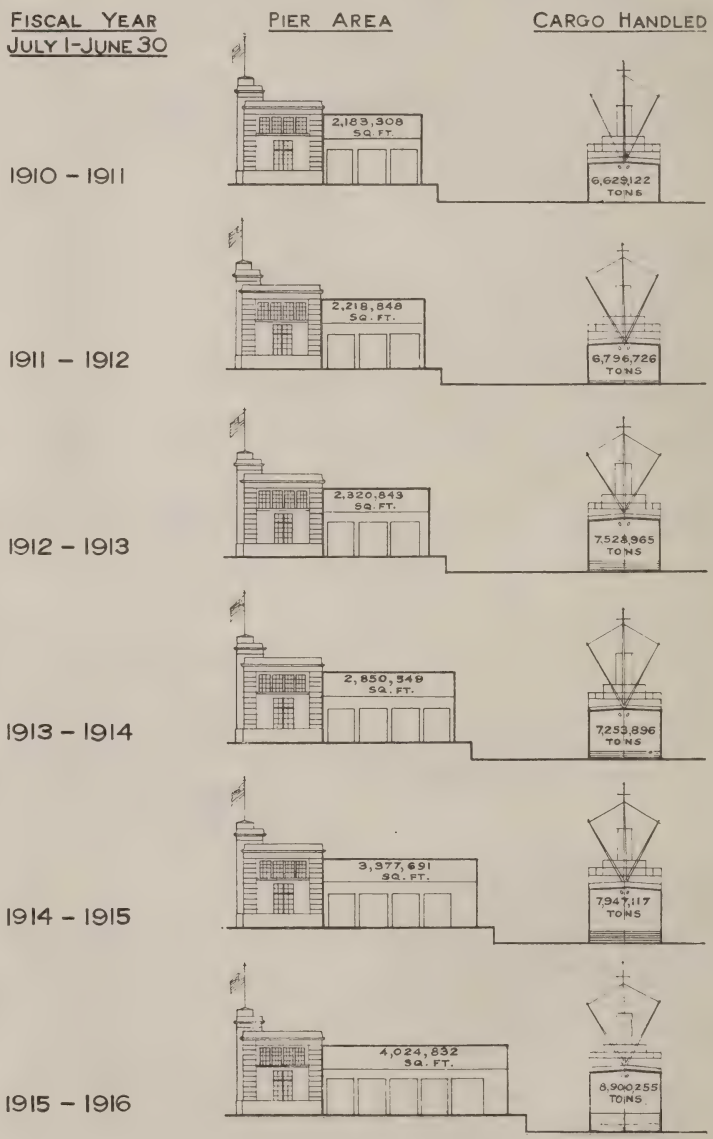
DESIGNATION OF UNIT.	DIMENSIONS.	TYPE OF CONSTRUCTION	TRACKS AND SPECIAL FEATURES.		LENGTH OF BERTH, IN FEET.			AREAS, IN SQUARE FEET. PIERS.			BULKHEAD WHARVES AND SUNDRY.		
			Description	Length of Track in Feet	At Sides of Piers.	At Ends (Generally not Used)	At Bulkhead Wharves, Etc.	Total Main-Floor Area.	Covered Main-Floor Area.	Upper Floor Cargo Space.	Total Main-Floor Area.	Covered Main-Floor Area.	Upper Floor Cargo Space.
Tulare St. Shell Wharf.	30x40'	Timber.	Pipe Line.	0	0	0	100	0	0	0	1,215	0	0
Outer Islais Wharf.	70x787	Creosoted piles, 4 in. two deck; wooden shed.	Flush track at edge. Pipe, Etc. for fog oils.	761	0	0	787	0	0	0	55,140	6,017	0
Veg. oil case and barrel shed.	180x420	Wooden.			0	0	0	0	0	0	71,932	71,932	0
Georgia Wharf.	26x234	Timber.			0	0	300	0	0	0	6,084	0	0
Inner Islais Wharf	79x1632 Irregular.	Creo. piles, timber deck.	Flush track at edge. Rice conveyor.	1,936	0	0	1,615	0	0	0	126,929	0	0
Wm. Sugar and P.G.&E. wharves on State property outside of Board's jurisdiction.													
U.S. Steel Prod. Co. wharves at 22d St.	Irregular	Timber.	Flush track at edge. Flush track near Cfr.	700 700	0	0	684 204 77 616	0	0	0	99,930	0	0
Union Iron Works Wharf No. 6 at Central Basin.	60 x 708 Irregular.	Timber.	Flush Track	905	0	0	400 585 325 160	0	0	0	42,385	0	0
Union Iron Works Wharf No. 5, and small parts of 2, 3, 4	50x905 Irregular.	Timber.	Flush Tracks.	1,140 173 113	0	0	872 822	0	0	0	52,730	0	0
Christensen Bulkhead Wh	103x125	Timber.		0	0	0	103	0	0	0	12,831	0	0
Christenson Wharf — formerly "Hooper Wharf."	334x576	Timber.		0	141 158 267 209	0	166	80,961	0	0	84,706	0	0
Union Oil Wharf, Central Basin.	30x379	Timber.	Pipe line.	0	0	0	379	0	0	0	11,536	0	0
Loop Wharf No. 2.	160x400 Irregular.	Timber.	Flush track near edge.	358	0	0	293	0	0	0	52,730	0	0
Loop Wharf, Free.	135x143	Timber.		0	0	0	143	0	0	0	19,305		
16TH St. Pier, South.	127x708	Timber; same creosoted piles.	Pipe lines.	0	708 590	126	0	89,632	0	0	0	0	0
16TH St. Connecting Wharf.	121x199	Timber.	Legal to Loop Wharf No. 2.	22	199	0	0	24,041	0	0	3,961	0	0
Loop Wharf No. 1.	180x300	Timber.	Depr. Trk. at N.W. Cor. Lead to Loop Wh. 2	90 105	0	0	0	0	0	0	52,968	0	0
16TH St. Pier, North.	124x522	Timber, same creo. piles.		0	402 199	124	0	64,869	0	0	0	0	0
S.P. Car Ferry Slip, Central Basin.		Timber.		1,134	194	0	0	0	0	0	0	0	0
Bulkhead Wharf 34, with covered portion of seawall fill adjoining.	59x750 Irregular.	Timber.		0	0	0	611	0	0	0	108,590	81,800	0
Pier 34.	150x770 Irregular.	Concrete Cyls. and deck; small part Creo. pile Constr.; wooden shed.	Depr. track, S. side.	731	700 770 52	150	0	114,662	70,971	0	2,823	0	0
Seawall Section 15 at China Basin Leased Lands.	Irregular.	Timber.	Rock bunkers with derrick and Conc. Brick barge apron	0	0	0	280 150	0	0	0	3,756	0	0
Bulkhead Wharf at Sec. 14 at "China Basin Bay Wharf."	60x1233 Irregular.	Timber.	Spur track; derrick fitting up equipment.	110	0	0	1,233	0	0	0	70,290	12,009	0
Santa Fe car ferry slip at China Basin.		Creo. piles, timber deck.	3 apron tracks; 2 at sides.	1,080	195 266	0	0	0	0	0	0	0	0
China Basin Channel Bulkhead Wharf.	70x735	Timber.	2 tracks near edge. Landing floats.	1,259	0	0	762	0	0	0	51,500	0	0
Channel St. Wharves, (Area filled piles not inside the privately owned S.P. Wharf Bet. 3d and 4th Sts.)		Timber.	Inner T. on S.P. Wharf. Outer T. on S.P. Wharf. Both tracks flush	900 900	0	0	5,000	0	0	0	50,826	0	0
China Basin Terminal (under construction)	143x812	Solid Fill with reinforced concrete seawall and 11 6-story concrete building (foundation under Constr.)	Wh. track; tracks for Leco. and semi-portal cranes, whip hoists; elevators.										
Pier 46.	203x803	Creo. piles, timber deck, fine-resistant wooden shed, plaster front.	Depr. track, S. side. Flush track, N. side.	1,030 823	761 803	203	0	164,521	124,979	0	22,000	7,792	0
Bulkhead Wharf 44.	90x198 Irregular.	Creo. piles, timber deck	Lead to Pier 46.	150	0	0	198	0	0	0	15,454	0	0
Pier 44.	144x649	Cyls. replaced by creo. piles, steel and timber deck; shed of wood, sited 19' ft. girders, plaster front; Creo. pile B.W.	Depr. Track at S. side.	670	650 650	144	0	93,680	65,716	61,296	9,010	420	0
Pier 44, extension. Construction begins, Oct. 1922.	146x149	Creo. piles, timber deck; shed of wood; steel girders.	Depr. Track at S. side.										
Bulkhead Wharf 42	46x210	Concr. piles and deck; cost: Southerly 18 feet.		0	0	0	210	0	0	0	9,450	0	0
Pier 42.	144x648	Cyls. replaced by Creo. piles, steel and timber deck; wood en shed, plaster front, Reinf. Concr. B.W.	Depr. Track at N. side.	666	648 648	144	0	93,929	65,030	0	7,482	262	0
Pier 42, extension.													
Bulkhead Wharf 40.	76x176	Struc. steel and concrete.	Lead to Pier 42.	32	0	0	176	0	0	0	7,908	0	0
Pier 40	149x650	Concr. Cyls., struct. steel and Concr. deck, except Creo. pile timber exten. struct. steel and concrete shed.	Depr. track, N. side.	662	650 650	149	0	97,638	69,031	0	4,617	0	0
Bulkhead Wharf 38.	25x158	Struc. Steel and concrete.		0	0	0	158	0	0	0	4,271	0	0
Pier 38.	147x666 Irregular.	Concr. Cyls., struct. steel and Concr. deck, except Creo. pile timber exten. (struc.) steel and concrete shed.	Depr. track at N. side.	660	666 640	147	0	98,151	69,659	0	5,110	0	0
Bulkhead Wharf 36.	25x138	Struc. steel and concrete.		0	0	0	138	0	0	0	3,718	0	0
Pier 36.	201x772	Cyls. deck and shed of str'l steel and concrete, except outer 325' of timber on Creo. piles.	Flush track, S. side. Southerly apron track. N. Apr'ts, and trans-overs. Flush track, N. side.	621 472 667 732	615 718	0	0	115,694	98,754	0	6,187	0	0
Bulkhead Wharf 34.	25x228	Cyls. and deck of reinf'd concrete and str'l steel.		0	0	0	228	0	0	0	6,160	0	0
Pier 34.	130x652 Irregular.	Concrete-protected wooden piles, str'l steel and Concr. deck, wooden shed.	Flush track at center.	680	633 654	130	0	84,510	68,606	0	3,543	0	0
Pier 34, extension, construction begins July 27, 1922													
Bulkhead Wharf 32.	51x213 Irregular.	Reinf. Concr. and struct. steel	Lead to Pier 32.	44	0	0	213	0	0	0	9,141	0	0
Pier 32.	200x807	Piles, Cyls. and deck of reinforced concrete; wooden shed, steel Cols., plaster front.	Flush track, S. side. Depr. track, N. side.	807 735	807 555	200	0	153,648	125,182	0	7,803	181	0
Connecting Wharf 30.	222x202 Irregular.	Same as Pier 32.	Lead to Pier 30	31	222	0	0	46,265	41,420	0	6,070	225	0
Pier 30.	200x778 Irregular.	Same as Pier 32.	Flush track, S. side. Depr. track, N. side.	725 734	555 720	200	0	145,667	114,264	0	5,455	160	0
Bulkhead Wharf 28.	27x180 Irregular.	Cyls. and deck of reinf'd concrete and struct. steel		0	0	0	190	0	0	0	4,767	0	0
Pier 28.	130x677	Reinf. Concr. Cyls. and dk. steel and concrete shed	Depr. Track, S. side. Flush track, N. side.	687 376	677 677	150	0	101,510	72,157	0	4,319	112	0
Bulkhead Wharf 26.	27x169	Reinf. Concrete, steel beams in deck		0	0	0	169	0	0	0	4,557	0	0
Pier 26	200x771	Piles, Cyls. and deck of reinforced concrete; wooden shed, steel Cols., plaster front.	Flush track, S. side. Depr. track, N. side	784 769	771 759	200	0	152,834	121,036	0	5,916	360	0
Bulkhead Wharf 24.	27x185	Reinf. concrete, steel beams in deck	Landing floats, Navy station	0	0	0	185	0	0	0	4,995	0	0
Pier 24.	127x800	Creo. piles, timber deck, wooden shed, plaster front Concr. pile B.W.	Depr. track, N. side.	851	799 800	127	0	101,580	78,100	0	7,855	5,952	0
Bulkhead Wharf 22	60x185	Reinf. concrete piles, deck of steel and timber	Fire House	0	0	0	97 72	0	0	0	10,821	0	0
Pier 22½	16 x 106	Creo. piles, timber deck	Hose Rack	0	106 106	0	0	1,552	0	0	0	0	0
Pier 22	125x411	Creo. piles, timber deck, wooden shed, plaster front; Concr. pile, B.W.	Flush track, N. side.	761	411 402	125	0	50,803	38,941	0	7,860	5,974	0
Pier 22 Extension, construction begins Aug. 17, 1922.	127x320												
Bulkhead Wharf 20	60x154	Reinf. concrete piles, deck of steel and timber; wooden shed		0	0	0	154	0	0	0	9,000	1,628	0
Pier 20	112x629	Creo. piles and wooden piles in steel cased Concr. Cyls., timber deck, wooden shed, plaster front; Concr. pile B.W.	Flush track, N. side.	665	639 628	112	0	69,755	53,570	0	5,940	4,602	0
Bulkhead Wharf 18.	60x195 Irregular.	Reinf. Concr. piles; deck of steel and timber; wooden shed, plaster front, 2 story.		0	0	0	86 99	0	0	0	10,500	7,173	0
Pier 18½	10x73	Creo. piles, timber deck.		0	73 73	0	0	725	0	0	0	0	0
Pier 18	140x690 Irregular.	Creo. piles, timber deck; wooden shed, plaster front; Concr. pile B.W.	Depr. track, N. side	742	690 680	140	0	96,434	68,949	0	10,680	6,824	0
Bulkhead Wharf 16	60x162 Irregular.	Same as Bulk Wh. 18		0	0	0	162	0	0	0	10,676	7,268	0
Pier 16	140x691 Irregular.	Same as Pier 18	Flush track, S. side. Depr. track, N side	244 741	690 680	140	0	96,466	68,340	0	10,193	7,695	0
Bulkhead Wharf 14	60x166	Reinf. Concr. piles, deck of steel and timber; wooden shed, 2 story, plaster exterior.	Landing Floats.	0	0	0	166	0	0	0	10,620	2,602	0
Pier 14	250x651 Irregular.	Cre. piles, timber deck, wooden buildings, part 2 story, part plaster exterior; Concr. pile B.W.		0	651	119	0	120,910	73,465	22,367	10,240	5,779	3,465
TOTAL SOUTH OF FERRY BLDG.			Track operated by Belt R.R. = 17,281 ft. Track operated by others = 13,139 ft.	30,420	27,605	2,830	19,574	2,266,387	1,440,170	83,663	1,244,543	236,767	5,465

HARBOR FACILITIES.

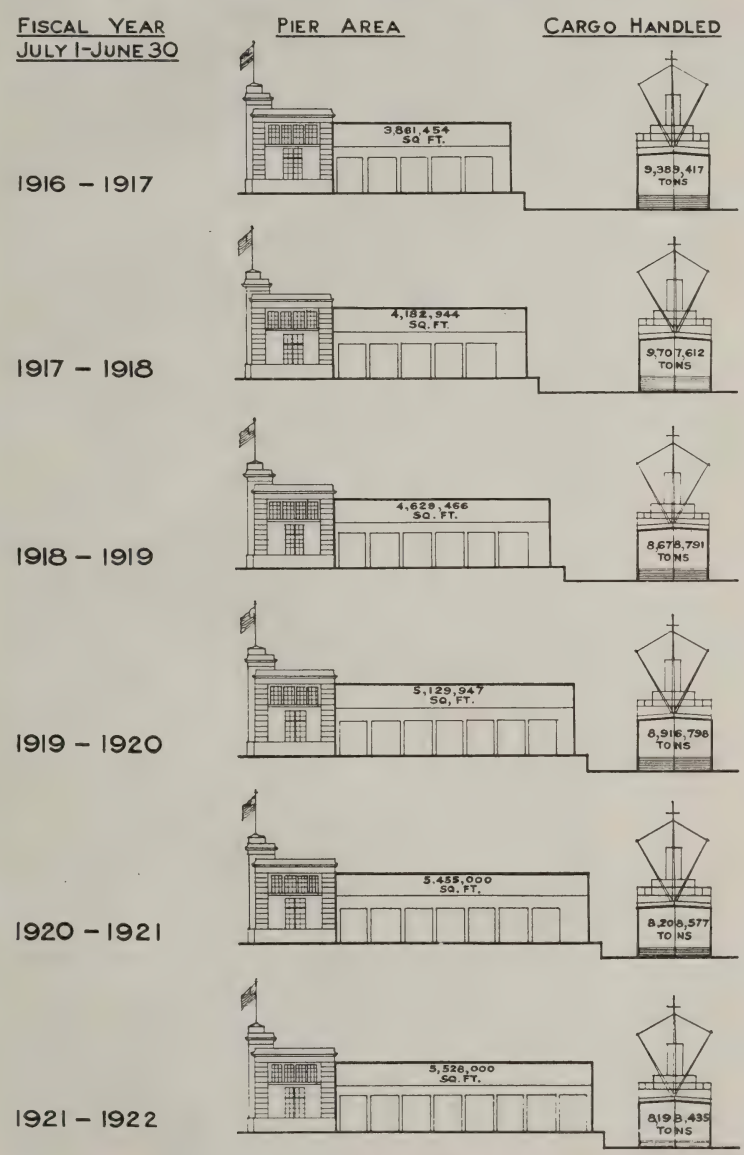
		Total, June 30, 1922
Pier and Wharf Area—		
Covered	acres,	78.70
Uncovered	acres,	65.40
Upper floor covered	acres,	2.50
Total	acres,	146.60
Berthing space, exclusive of pier ends	miles,	15.70
Car ferry slips		6
Passenger ferry slips		12
Number of vessels, averaging 400 feet in length, which can berth simultaneously		210
Monthly cargo capacity, based on 50% of area, at 500 pounds per square foot. (Tons of 2,000 lbs.)		
Covered	tons,	443,000
Uncovered	tons	357,000
Total	tons,	800,000
Vegetable oil bulk storage	tons,	15,450
Cargo handling devices—		
15-ton locomotive crane		1
Portable elevator		1
Portable tiering machine		1
Gasoline tractor		1
Electric tractor		1
Four-wheel cargo trucks		12
Stationary cargo masts—Pier 29—		
Two sets of six spans each—two hooks per span; capacity per span	tons,	3
Belt Railroad mileage—		
Main line	miles,	9.69
Pier and wharf tracks	miles,	9.88
Yards and sidings	miles,	24.92
Total	miles,	44.49
Car capacity—		
Pier and wharf tracks	cars,	1,100
Yards and sidings	cars,	1,700
Total	cars,	2,800

Detailed mileage statement of Belt Railroad and other railroad track within the jurisdiction of the Board of State Harbor Commissioners	Miles			
	Main line varying from single-track to four-track line		Pier and wharf tracks outside bulkhead line	Yard and sundry tracks
	Original single track	Additional parallel tracks		
Administered as Belt Railroad				
1. Operated and fully controlled by Board.				
China Basin to Market street	1.23	2.27	3.27	3.93
Market street to Mason street	1.62	2.59	5.09	4.51
Mason street to Fort Mason Tunnel (east portal)	0.70			0.63
West of east portal of tunnel	1.28		0.64	2.59
2. Operated by others, but controlled by Board.				
South of China Basin			0.88	0.89
3. Operated by Board but controlled by railroads.				
China Basin to Market street				2.74
Market street to Mason street				6.80
North Point street line and its branches				2.83
Totals	4.83	4.86	9.88	24.92
Total Belt Railroad trackage, 44.49 miles.				
Not Administered as Belt Railroad				
4. Operated and controlled by railroads.				
South of China Basin			1.61	10.44
North of China Basin				0.06
Totals	4.83	4.86	11.49	35.42
Total harbor trackage, 56.60 miles.				

COMPARATIVE DIAGRAM OF PIER AREAS & TONNAGE HANDLED BY FISCAL YEARS, SINCE 1910

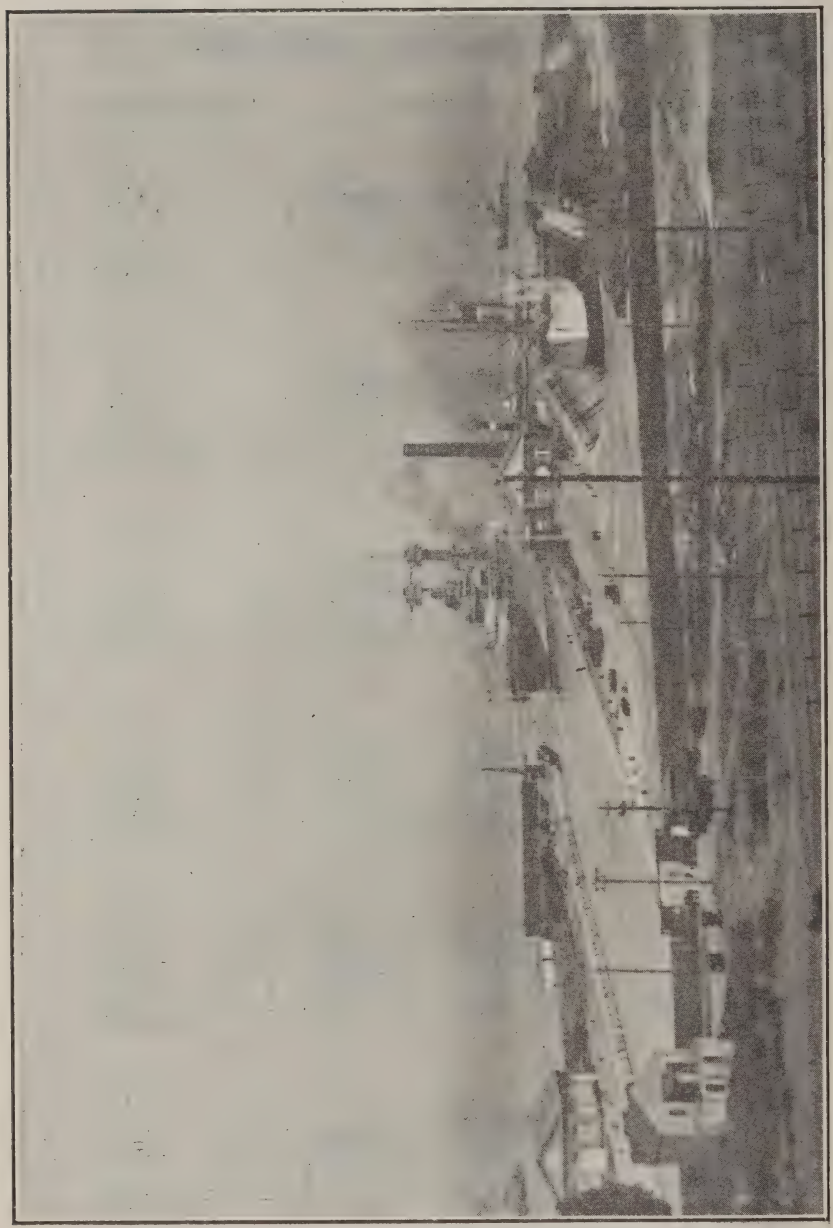


COMPARATIVE DIAGRAM OF PIER AREAS & TONNAGE, HANDLED BY FISCAL YEARS, SINCE 1910



In addition, Cargo was handled over the following wharves.

U. S. Transport, Western Sugar Refinery, Bethlehem Shipbuilding Corporation . . . . . 1916-1917 · 465,142 Tons.
" " " "



General View of Graving Docks of Bethlehem Shipbuilding Corporation, Ltd., Dreadnaught "California" entering Dry Dock.

DRY DOCKS, MARINE RAILWAYS AND DERRICK FACILITIES IN THE PORT OF SAN FRANCISCO

GRAVING DOCKS.

HUNTER'S POINT.

Bethlehem Shipbuilding Corporation, Limited:

No. 2. Length, 750 feet; width, top, 103 feet; width, bottom, 86 feet; depth, over sill, 29 feet.
No. 3. Length, 1,020 feet; width, top, 153 feet; width, bottom, 110 feet; depth over sill, 45 feet 6 inche

FLOATING DRY DOCKS.

Bethlehem Shipbuilding Corporation, Limited:

No. 2. Length, 271 feet; width, 66 feet; capacity, 2,000 tons.
No. 3. Length, 301 feet; width, 68 feet; capacity, 2,500 tons.
No. 4. Length, 450 feet; width, 80 feet; capacity, 6,500 tons.
No. 5. Length, 421 feet; width, 90 feet; capacity, 12,000 tons.

Moore Shipbuilding Company:

No. 1. Length, 650 feet; width, 90 feet; capacity, 20,000 tons.
No. 2. Length, 350 feet; width, 90 feet; capacity, 9,500 tons.

MARINE RAILWAYS.

Bethlehem Shipbuilding Corporation, Limited:

No. 1. Length, 320 feet; capacity, 4,000 tons.
No. 2. Length, 270 feet; capacity, 2,000 tons.

Moore Shipbuilding Company:

No. 1. Length, 380 feet; width, 76 feet; capacity, 8,000 tons.
Length of largest vessel taken, 450 feet. With extensions.
No. 2. Length, 442 feet; width, 76 feet; capacity, 8,000 tons.
Length of largest vessel taken, 510 feet. With extensions.
No. 3. Length, 360 feet; width, 76 feet; capacity, 5,400 tons.
Length of largest vessel taken, 430 feet. With extensions.

Barnes and Tibbitts Shipbuilding and Dry Dock Company:

No. 1. Length, 340 feet; width, 66 feet; capacity, 4,000 tons.
No. 2. Length, 290 feet; width, 60 feet; capacity, 2,500 tons.

Hanlon Dry Dock and Shipbuilding Company:

No. 1. Length, 434 feet; capacity, 12,500 tons.

SHEAR LEG DERRICKS.

Bethlehem Shipbuilding Corporation, Limited:

1 stationary, 100 ton capacity.
1 stationary, 50 ton capacity.
1 floating, 20 ton capacity.

Moore Shipbuilding Company:

1 stationary, 100 ton capacity.

Barnes and Tibbitts Shipbuilding and Dry Dock Company.

1 stationary, 40 ton capacity.

FLOATING BOOM DERRICKS.

Smith, Rice and Company, Incorporated:

1 derrick, length of boom, 100 feet; lifting capacity, 75 tons.
1 derrick, length of boom, 100 feet; lifting capacity, 25 tons.
1 derrick, length of boom, 100 feet; lifting capacity, 20 tons.

Crowley Launch and Tugboat Company:

1 derrick, length of boom, 110 feet; lifting capacity, 75 tons.
2 derricks, length of boom, 100 feet; lifting capacity, 25 tons.
2 derricks, length of boom, 100 feet; lifting capacity, 5 tons.

Henry C. Peterson, Incorporated:

1 derrick, length of boom, 100 feet; lifting capacity, 7 tons.

Haviside Company:

1 derrick; length of boom, 96 feet; lifting capacity, 15 tons.
1 derrick; length of boom, 100 feet, lifting capacity, 50 tons.
1 derrick, length of boom, 100 feet, lifting capacity, 25 tons.

Barnes and Tibbitts Shipbuilding and Dry Dock Company:

1 derrick, length of boom, 90 feet; lifting capacity, 7 tons.

FORBIDDEN ANCHORAGE GROUNDS.

No. 1. Vessels must not be anchored, nor moored, nor when at anchor be allowed to swing within the area described as follows:

Beginning at the northerly outer corner of Pier No. 11, San Francisco; thence running in a straight line to the most northwesterly point of Goat Island; thence following easterly along the northerly shore line of said island to the most northeasterly point thereof; thence easterly in a straight line to the westerly pier of the San Francisco-Oakland Terminal Railways on the east side of the bay; thence southerly, following the three-fathom contour to the Oakland Estuary light; thence in a straight line to the outer end of Pier No. 46, San Francisco; thence along the pierhead line to the place of beginning.

No. 2. Vessels must not be anchored, nor moored, nor when at anchor be allowed to swing within the area described as follows:

Beginning at the most easterly point of Point Blunt on Angel Island running thence in a straight line through Blossom Rock buoy to the pierhead line at the outer end of Pier No. 3; thence following the pierhead line to its intersection with a line drawn from the northwest corner of the cannery of the California Packing Corporation at North Beach to the light on Alcatraz Island; thence along said line and continuing along a straight line from the light on Alcatraz Island to the light at Point Knox; thence following the southerly shore of Angel Island to the place of beginning.

No. 3. Vessels must not be anchored, nor moored, nor when at anchor be allowed to swing within the area described as follows:

Beginning at the outer end of the Port Richmond ferry slip; running thence in a straight line toward the outer end of Pier No. 14, to an intersection with the pierhead line; thence along the pierhead line to a point in line with the northerly side of Pier No. 27; thence on a straight line through the buoy anchored at the southerly spit of Southampton Shoal to a point directly west of the westerly point of Point Richmond; thence east to the place of beginning.

No. 4. Vessels must not be anchored, nor moored, nor when at anchor be allowed to swing within the area described as follows:

Beginning at the westerly end of the brick fort at Fort Point; running thence in a straight line to the northwest corner of the California Building at the Exposition Grounds; thence along the shore line to the place of beginning.

No. 5. Vessels must not be anchored, nor moored, nor when at anchor be allowed to swing within the area described as follows:

Beginning at Yellow Bluff; running thence in a straight line to Point Knox; thence along the westerly shore of Angel Island to Point Stuart light; thence in a straight line running 241 degrees from Point Stuart light to the shore of Sausalito Cove; thence along the shore line to the place of beginning.

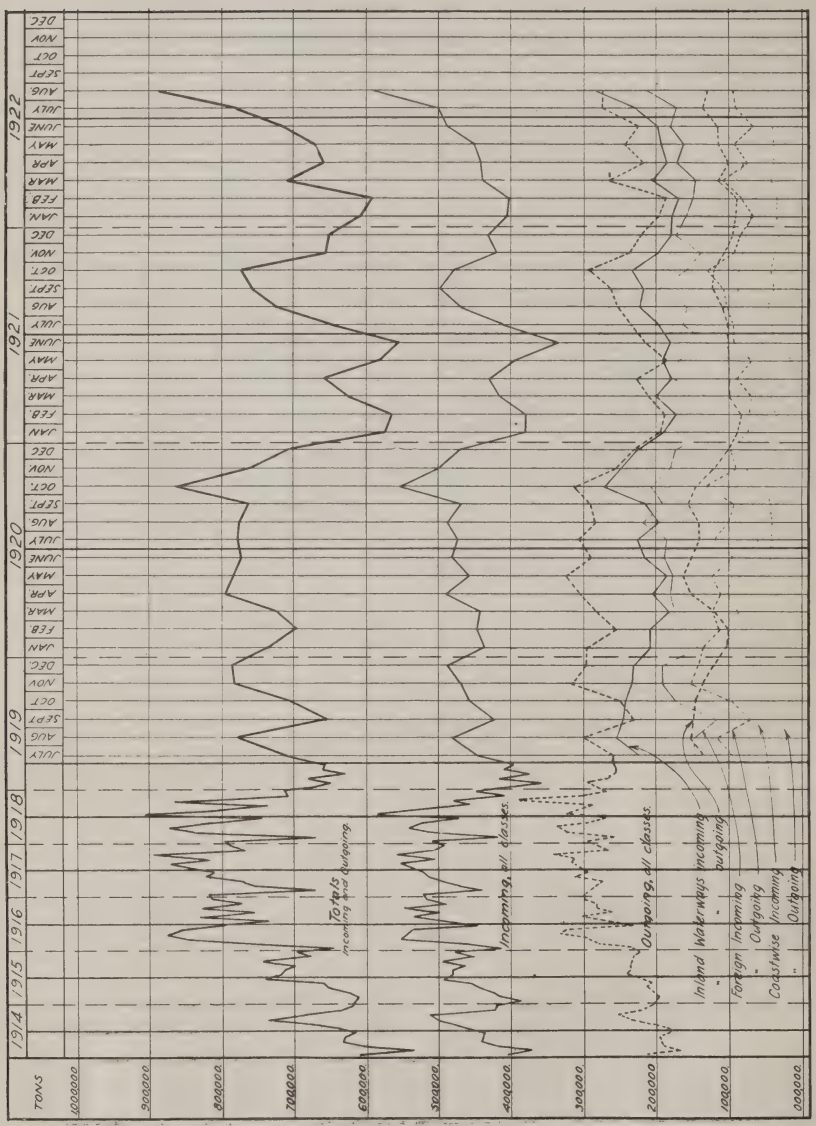
No. 6. Vessels must not be anchored, nor moored, nor when at anchor be allowed to swing within the area described as follows:

Beginning at a point in Bonita Cove, one-half statute mile, in a northeasterly direction, from the Fort Barry wharf (which is the only wharf in Bonita Cove); running thence in a straight line toward the wireless tower, on the westerly side of the Presidio Reservation, to the shore of South Bay; thence along the shore line to a point one-half statute mile to the seaward of the large cable sign at Baker's Beach; thence in a straight line to Point Bonita light; thence along the shore line to the place of beginning.

No. 7. Vessels must not be anchored, nor moored, nor when at anchor be allowed to swing within the area extending from the water front of the city and county of San Francisco to the mouth of Oakland Creek; bounded on the northerly side by a straight line drawn from the southeast corner of the Sugar House, Potrero Point, to the high tank on the Oakland Mole, and on the southerly side by a straight line running 219 degrees from the outer end of the Southern Pacific ferry slip at Alameda Mole to the water front of San Francisco.

No. 7½. Vessels must not be anchored, nor moored, nor when at anchor be allowed to swing within the area described as follows:

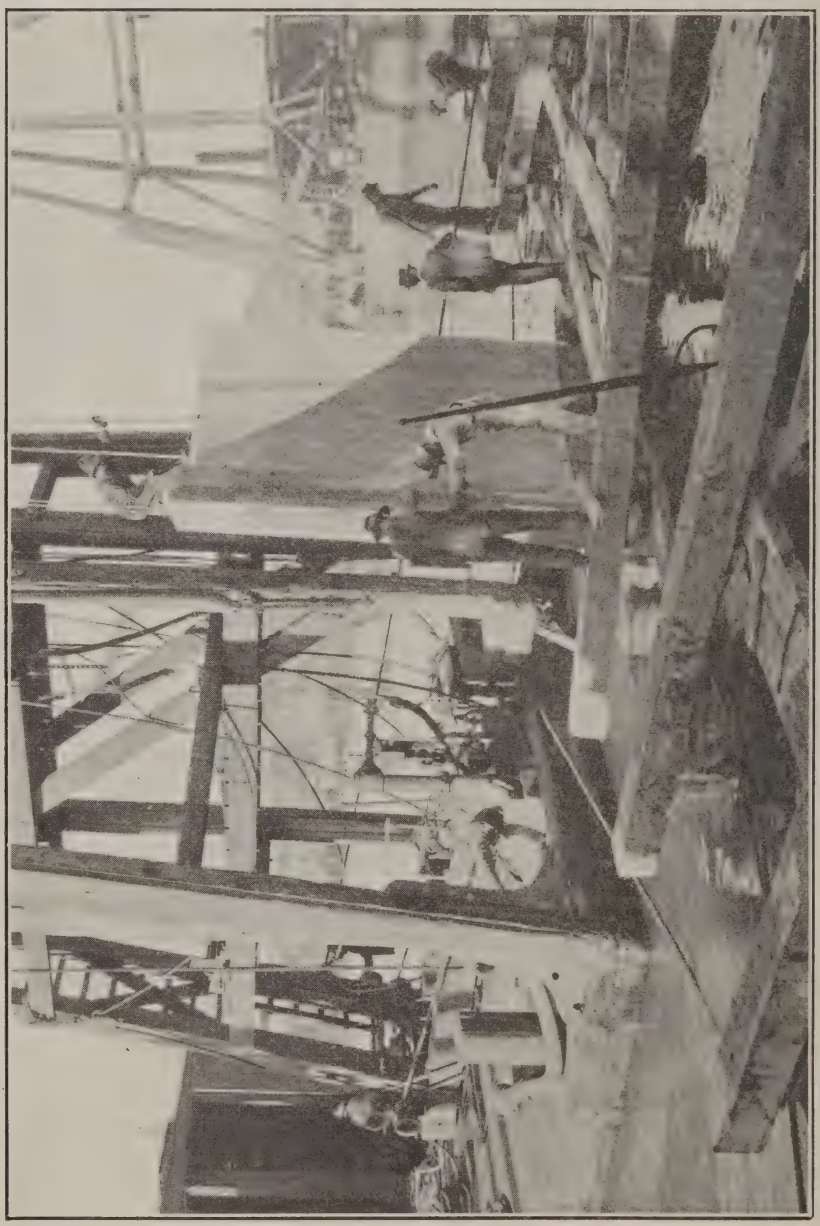
Beginning at the outer end of Pier No. 46, running thence in a straight line toward the Oakland Estuary light to the intersection with a line parallel to and 500 yards distant (measured at right angles) from the pierhead line of the city and county of San Francisco; thence along said line paralleling the pierhead line to a point east of the brick chimney at Point Avisadero; thence west to the pierhead line; thence along the pierhead line to the place of beginning.



COMPARATIVE DIAGRAM SHOWING TONNAGE HANDLED MONTHLY SINCE JANUARY, 1914

TONS OF FREIGHT DISCHARGED AND LOADED OVER THE STATE WHARVES DURING THE TWENTY-SIX YEARS FROM 1894 TO 1920.

Year.			Tons
1894-1895			3,729,367
1895-1896			3,848,461
1896-1897			3,657,219
1897-1898			3,894,362
1898-1899			4,154,543
1899-1900			4,646,157
1900-1901			5,048,831
1901-1902			4,890,679
1902-1903			5,203,485
1903-1904			5,528,048
1904-1905			5,292,113
1905-1906			5,748,992
1906-1907			6,802,793
1907-1908			6,468,527
1908-1909			6,325,078
1909-1910			6,866,148
1910-1911			6,629,122
1911-1912			6,798,726
1912-1913			7,528,965
1913-1914			7,253,896
1914-1915			7,947,117
1915-1916			8,900,255
1916-1917			9,389,417
	United States transport wharves, Western Sugar Refinery wharves, and Bethlehem Shipbuilding Corporation wharves	465,142	
			9,854,559
1917-1918		9,707,612	
	United States transport wharves, Western Sugar Refinery wharves, Bethlehem Shipbuilding Corporation wharves	550,000	
			10,257,612
1918-1919		8,678,791	
	United States transport wharves, etc., etc.	519,678	
			9,198,469
1919-1920		8,916,798	
	United States transport wharves, etc., etc.	550,000	
			9,466,798
1920-1921		8,208,577	
	U. S. Transport wharves, Western Sugar Refinery wharves, Bethlehem Shipbuilding Corporation wharves, U. S. Steel Products Company wharves, etc.	304,510	
			8,513,087
1921-1922		8,193,435	
	U. S. Transport wharves, Western Sugar Refinery wharves, Bethlehem Shipbuilding Corporation wharves, U. S. Steel Products Company wharves, etc.	434,565	
			8,628,000
	Total		183,081,319



China Basin Terminal—Setting Arched Curtain Wall.

CHARGES ASSESSED BY THE BOARD OF STATE HARBOR COMMISSIONERS.

The rules and regulations enforced by the Board of State Harbor Commissioners on property under their jurisdiction, as well as the charges assessed, are shown in the Board of State Harbor Commissioners' Tariff, which can be obtained at the office or by writing to the Board.

The following, however, shows briefly, without detail, the charges assessed. For complete information reference should be had to the Tariff.

In order to make clear the following tabulation, Coastwise trade is defined as trade along the Pacific Coast between Mexico and the Canadian border; inland waterway as trade or service between San Francisco and points located upon the bays, rivers and other inland waters of California; foreign and off-shore as all trans-Pacific trade and Atlantic seaboard trade.

	Definition	Rate	
		Foreign	Coastwise, etc.
Dockage:	*Charge assessed against vessel berthing at wharf.	None.	2 cents per ton first 200 net registered tonnage; ¾ cent each additional ton.
Tolls:	**Charge for cargo loaded or discharged on state wharves or in slips.	15 cents general.	5 cents general.
Wharf demurrage:	***Charge for cargo delayed on state premises.	25 cents ton first five days. 50 cents ton each succeeding five days.	25 cents ton first five days. 50 cents ton each succeeding five days.
Belt Railroad switching:	Charge for switching loaded freight cars between any two points on the tracks of the Belt Railroad.	$3.50 per car.	$3.50 per car.

Rental charges will be assessed against steamship companies having sufficient business to require definite assignment of pier space on the basis of $.012 coastwise or inland waterway, $.006 foreign.

*Vessels engaged in foreign trade are not charged dockage. They are required, however, to load or discharge 500 tons per day etc., in violation of which a penalty will be assessed against the vessel.

**No tolls will be charged shipper or consignee on import and export traffic moving through the Port of San Francisco on through bills of lading when originating at or destined to Japan, China, Philippine Islands, India, Australia, New Zealand, Fiji Islands or beyond, and when destined to or originating at points in the United States east of Ogden, Salt Lake City and Garfield, Utah; Albuquerque, Belen or Deming, New Mexico; and El Paso, Texas. Such tolls will be absorbed by rail and ocean carriers as shown by Supplement No. 11, Trans-Continental Freight Bureau Westbound Export Tariff No. 29-I, effective April 20, 1922, and Supplement No. 8, Trans-Continental Freight Bureau Eastbound Import Tariff No. 30-H, effective April 20, 1922.

***Foreign cargo must be removed from the wharf within ten days after discharge of vessel; coastwise cargo within five days after discharge of vessel; thereafter penalties as shown accrue. Coastwise cargo may be assembled five days before arrival of vessel; foreign cargo may be assembled ten days before arrival of vessel.

SAN FRANCISCO PILOTAGE AND TOWAGE RATES

PORT OF SAN FRANCISCO; CHARGES, REGULATIONS, ETC.,

NOT UNDER JURISDICTION OF BOARD OF STATE HARBOR COMMISSIONERS.

PILOTAGE.

Jursidiction: San Francisco Board of Pilot Commissioners, a state body composed of three members. Office of Commissioners, Merchants Exchange Building, San Francisco; Pilot Office, Pier 7, San Francisco.

Pilotage in and out of San Francisco harbor is under the jurisdiction of a State Board of Pilot Commissioners, appointed by the Governor, which body establishes the rules and regulations regarding the conduct of all pilots, as well as licensing and commissioning pilots.

Pilotage in and out of San Francisco Bay is generally compulsory, except as follows:

All vessels sailing under an enrollment, and licensed and engaged in the coasting trade between the Port of San Francisco and any other port of the United States are exempt from pilotage unless a pilot be actually employed.

All foreign vessels and all vessels from a foreign port or bound thereto, and all vessels sailing under a register between the Port of San Francisco and any other port of the United States are liable for pilotage.

While pilotage is compulsory it is stated on good authority as not necessary in most instances.

Rates of pilotage are fixed by state law as follows:

All vessels under 500 tons, $2 per draught foot;

All vessels over 500 tons, $2 per draught foot and 2 cents per ton for each and every ton registered measurement; and every vessel spoken inward and outward bound, except as hereinafter provided, shall pay the said rates.

A vessel is spoken by day by a pilot boat displaying a union jack, or by night displaying a torch or flare-up within a distance of three miles of the vessel. In all cases where inward bound vessels are not spoken until inside of the bar the rates of pilotage herein provided shall be reduced 50 per cent. Vessels engaged in the whaling or fishing trades shall be exempt from all pilotage except where a pilot is actually employed.

In the event a vessel not carrying cargo to the Port of San Francisco, nor seeking any thereat, is compelled to enter said port solely by reason of her being in distress or requiring repairs, provisions or fuel, the rates of pilotage into said harbor shall be as follows:

All vessels under 500 tons, $1 per draught foot;

All vessels over 500 tons, $1 per draught foot and 1 cent per ton for each and every ton registered measurement; and every vessel spoken inward bound shall pay the said rates. There shall be no reduction of rates of pilotage to vessels in distress where the vessel is spoken inside the bar. In the event that the vessel shall leave the Port of San Francisco without carrying any cargo therefrom, she shall pay the last-mentioned rates of pilotage out of the harbor of San Francisco.

TOWAGE.

Towage in San Francisco is conducted by private tow boat companies and the charges for the services performed vary according to the conditions under which the contract is to be carried out, but are generally assessed within the range of the following schedule:

Sailing Vessels.

The cost of towage from sea (lightship) to anchorage varies with distance and size of vessel ranging from $100 to $250.

For moving a vessel of 2000 tons net register in the harbor the charges are approximately:

Docking, city front	$75 00
Stream to Port Costa or Port Costa to stream	175 00
Stream to sea (lightship)	200 00

Fore and aft rigged vessels pay, according to size, from $20 to $30 for docking, and from $50 to $100 for towing to sea.

Steam and Motor Ships.

(Charges based on net tonnage vessel.)

1. Services to tug assisting to dock on city front	$25 00	to	$40 00
2. Towing (without power) from dock to dock between Meiggs (Fisherman's) Wharf to Mission Rock	75 00	to	150 00
3. Services of tug assisting to Union Iron Works or Hunter's Point	40 00	to	70 00
4. Towing (without power) to Union Iron Works or Hunter's Point	90 00	to	225 00
5. Services to tug assisting to Oakland Harbor (East of Bridge at Webster St.)	50 00	to	75 00
6. Towing (without power) to Oakland Harbor	100 00	to	250 00

PORT WARDEN.

Port Warden. Appointed by Governor.

Fees: $15 for each survey, but not to exceed $75 on any vessel; rates on foreign vessels 50 per cent greater; separate certificate of surveys required by different consignees $2.50 each; $10 each order of sale

WATER RATES NOW IN EFFECT IN THE PORT OF SAN FRANCISCO.

Gallons	Cubic feet	New Rate
10,000	1,334	$15.70
20,000	2,667	19.54
30,000	4,000	23.12
50,000	6,667	29.84
100,000	13,334	46.64
200,000	26,667	80.24

UNITED STATES GOVERNMENT REGULATIONS, FEES AND OFFICIALS.

CUSTOMS DISTRICT.

The Customs District of the Port of San Francisco comprises all that portion of the State of California north of the county of Santa Barbara.

Custom House, located at Washington and Battery Streets, San Francisco. Customs Officers: Collector of Customs, W. B. Hamilton; Deputy Collector, Henry E. Farmer; Surveyor of Customs, L. J. Flaherty.

Customs Fees.

The ordinary entrance fees for vessels arriving from foreign ports with cargo are $5.70 for foreign vessels and $2.70 for American vessels.

The ordinary clearance fees for vessels going to foreign ports, either American or foreign vessels, are $2.70.

Foreign vessels entering from a domestic port are charged a fee of $2; likewise a fee of $2 for clearing to a domestic port.

UNITED STATES INSPECTION OF STEAM VESSELS.

John K. Bulger, Custom House, Supervising Inspector First District.

Walter Macarthur, United States Shipping Commissioner; office, United States Appraisers Building.

UNITED STATES IMMIGRATION SERVICE.

Edward White, Commissioner; office, Angel Island and Barge Office, Fisherman's Wharf, San Francisco.

A fee of $8 per head is charged for landing immigrant passengers. This fee is also charged for alien seamen discharged at this port.

UNITED STATES QUARANTINE SERVICE.

Dr. F. Simpson, Surgeon, United States Military Hospital Service, in charge; office, Angel Island and Barge Office, Fisherman's Wharf, San Francisco.

The federal government handles the entire matter of inspection, quarantine and fumigation in this port. Where fumigation is required the charge amounts to about thirteen cents per thousand cubic feet of air space fumigated plus one dollar for supervision and two dollars labor. This applies where the operation is conducted at the Angel Island Station, but in cases where vessels are fumigated on the San Francisco side the expenses of the fumigating officer amounting to hotel accommodations and incidental expenses are charged in addition to the above rate.

UNITED STATES LIGHTHOUSE ESTABLISHMENT.

H. W. Rhodes, Inspector; office, Customs House.

INTERNAL REVENUE DEPARTMENT.

John P. McLaughlin, Collector; office, Customs House.

UNITED STATES BUREAU OF FOREIGN AND DOMESTIC COMMERCE.

Elwood G. Babbitt, District Office Manager; Customs House.

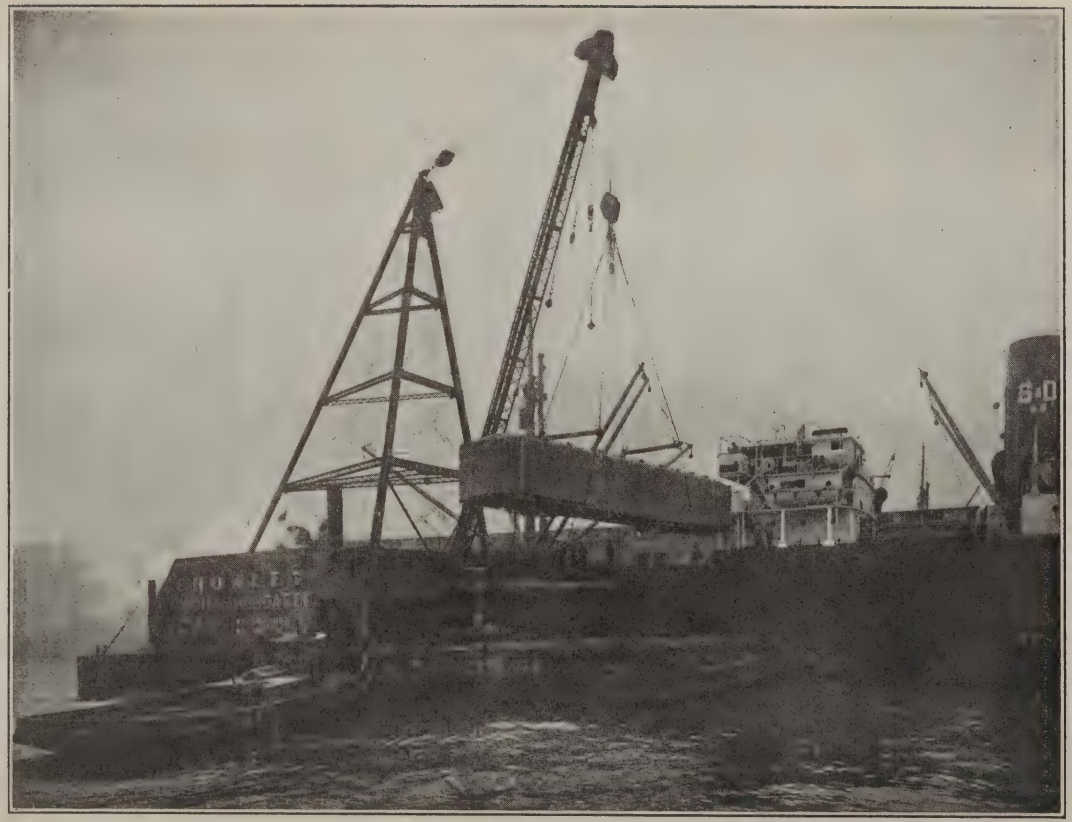
UNITED STATES COAST GUARD SERVICE.

Revenue Cutter Division.

Comndr. Jas. H. Brown, Customs House, in charge.

Life Saving Division.

Captain F. G. Dodge, Inspector.



The system of handling heavy weights at San Francisco is very flexible. This passenger coach for Hankow, China, was loaded without the vessel changing its berth.

BOARDS OF STATE HARBOR COMMISSIONERS.

First Board—C. L. Taylor, appointed November 4, 1863; D. C. McRuer, appointed November 4, 1863; S. S. Tilton, appointed November 4, 1863.

Second Board—C. L. Taylor; S. S. Tilton; James Laidley, appointed November 6, 1865.

Third Board—S. S. Tilton; James Laidley; James H. Cutter, appointed November 4, 1865.

Fourth Board—James H. Cutter; John J. Mark, appointed December 6, 1869. Jasper O'Farrell, appointed January 15, 1870.

Fifth Board—John J. Marks; Jasper O'Farrell; Washington Bartlett, appointed June 23, 1870.

Sixth Board—John J. Marks; Jasper O'Farrell; John Rosenfeld, appointed November 29, 1871.

Seventh Board—John Rosenfeld; Jasper O'Farrell; Lewis Cunningham, appointed March 1, 1873.

Eighth Board—Lewis Cunningham; John Rosenfeld; Samuel Soule, appointed March 13, 1873.

Ninth Board—Lewis Cunningham; Samuel Soule; T. D. Mathewson, June 5, 1873.

Tenth Board—Samuel Soule; T. D. Mathewson; D. C. McRuer, appointed April 21, 1874.

Eleventh Board—Wm. Blanding, appointed March 4, 1876; Bruce B. Lee, appointed March 4, 1876; A. M. Burns, appointed March 4, 1876. Frank McCoppin succeeded Burns October 28, 1879.

Twelfth Board—Wm. Blanding; G. S. Evans, appointed January 27, 1880; Wm. A. Phillips, appointed March 4, 1880.

Thirteenth Board—Wm. Blanding; Wm. H. Knight, appointed November 23, 1882; Geo. S. Evans; Wm. A. Phillips.

Fourteenth Board—Wm. Irwin, appointed March 20, 1883, died March 1, 1886. A. C. Paulsell, appointed March 20, 1883; John H. Wise, appointed March 20, 1883.

Fifteenth Board—Frank McCoppin, appointed April 1, 1886; A. C. Paulsell; John H. Wise.

Sixteenth Board—William D. English, appointed March 13, 1887; A. C. Paulsell; John H. Wise.

Seventeenth Board—William D. English; A. C. Paulsell, Charles O. Alexander, appointed March 13, 1889.

Eighteenth Board—William D. English; Charles O. Alexander; William H. Brown, appointed March 13, 1890.

Nineteenth Board—C. F. Bassett, appointed March 31, 1891; Charles O. Alexander; William H. Brown.

Twentieth Board—C. F. Bassett; William H. Brown; Dan T. Cole, appointed March 13, 1893.

Twenty-first Board—C. F. Bassett; Dan T. Cole; F. S. Chadbourne, appointed March 13, 1894.

Twenty-second Board—E. L. Colnon, appointed March 14, 1894; Dan T. Cole; F. S. Chadbourne.

Twenty-third Board—E. L. Colnon; F. S. Chadbourne; P. J. Harney, appointed March 20, 1897.

Twenty-fourth Board—E. L. Colnon; P. J. Harney; Rudolph Herold, Jr., appointed March 13, 1898.

Twenty-fifth Board—Paris Kilburn, appointed March 14, 1899; P. J. Harney; Rudolph Herold, Jr.

Twenty-sixth Board—Chas. H. Spear, appointed March 16, 1903; John C. Kirkpatrick; John D. Mackenzie.

Twenty-seventh Board—W. V. Stafford, appointed March 19, 1907; Henry J. Crocker; W. E. Dennison.

Twenty-eighth Board—W. V. Stafford; W. E. Dennison; P. S. Teller, appointed April 1, 1909.

Twenty-ninth Board—W. V. Stafford; P. S. Teller; George M. Hill, appointed January 7, 1911.

Thirtieth Board—Marshall Hale, appointed March 26, 1911; George M. Hill, J. J. Dwyer, appointed March 26, 1911.

Thirty-first Board—J. J. Dwyer; George M. Hill, died July 10, 1912; Thomas S. Williams, appointed July 27, 1911.

Thirty-second Board—J. J. Dwyer; Thomas S. Williams; John H. McCallum, appointed July 30, 1912.

Thirty-third Board—Arthur Arlett, appointed February 15, 1917; Thomas S. Williams; John H. McCallum.

Thirty-fourth Board—Arthur Arlett; John H. McCallum; Harry H. Cosgriff, appointed June 6, 1918.

Thirty-fifth Board—John H. McCallum; Harry H. Cosgriff; Miles Standish, appointed December 6, 1918.

Thirty-sixth Board—John H. McCallum; Harry H. Cosgriff; Frederick S. Moody, appointed March 1, 1920.

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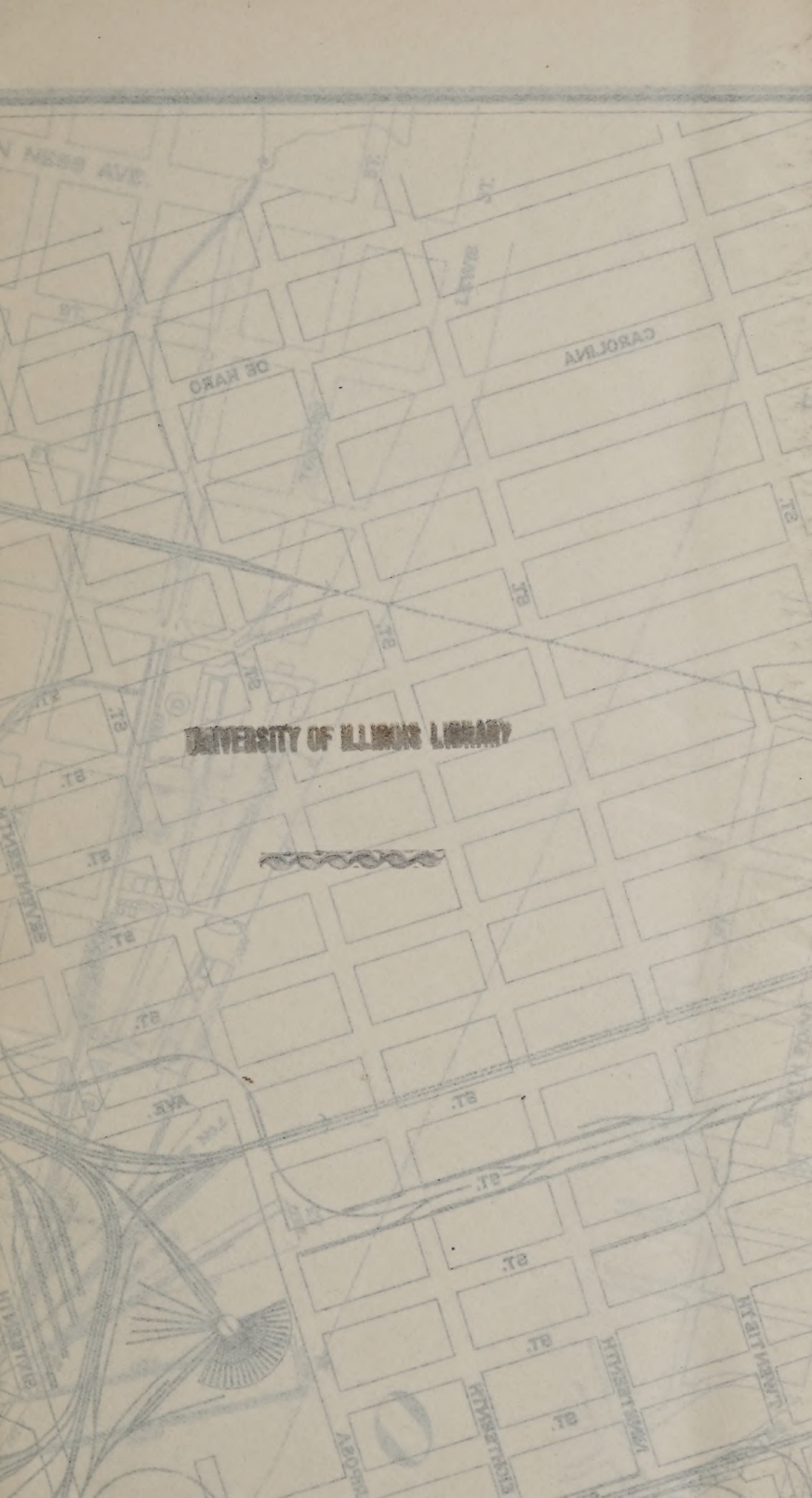
UNIVERSITY OF ILLINOIS LIBRARY

PLAN SHOWING PORTION OF ISLAIS CREEK SHORE LINE AS OF 1862.
SAN MATEO COUNTY
SAN FRANCISCO CITY AND COUNTY
SOUTH BASIN
INDIA BASIN
ISLAIS CREEK CHANNEL
DRY DOCK BASIN
BAY OF SAN FRANCISCO
WATER FRONT
PIER
HEAD
LINE
LANDS AVAILABLE FOR HARBOR DEVELOPMENT. ACQUIRED UNDER THE ACT OF MARCH 24,1908.
BOARD OF
STATE HARBOR COMMISSIONERS
MAP OF THE
WATER FRONT
OF
SAN FRANCISCO
FROM
CENTRAL BASIN TO THE COUNTY LINE
1922
JOHN H. McCALLUM
HARRY H. COSGRIFF
FREDERICK S. MOODY
COMMISSIONERS.
FRANK C. WHITE
CHIEF ENGINEER
SCALE 1 INCH = 600 FEET.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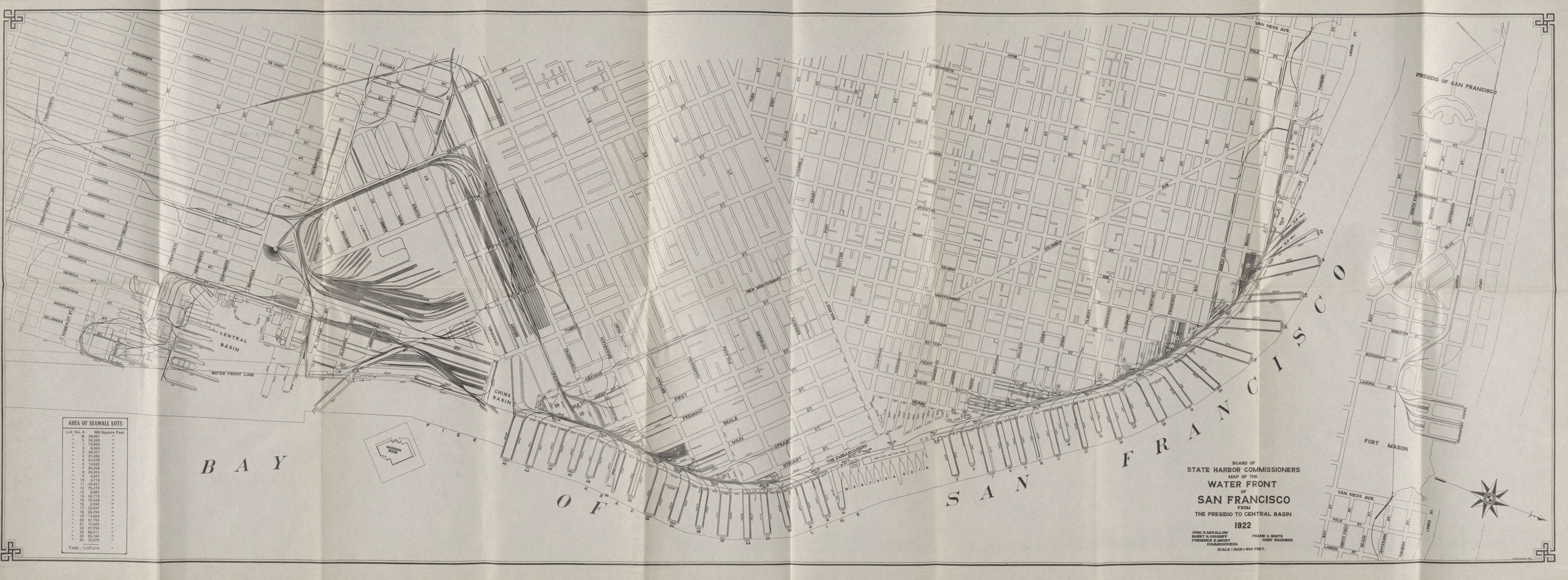
AREA OF SEAWALL LOTS
Lot No. A 380 Square Feet
" B 28,067 "
" C 52,500 "
" 1 72,850 "
" 2 8,683 "
" 3 38,291 "
" 4 31,090 "
" 5 54,578 "
" 6 54,578 "
" 7 86,268 "
" 8 29,304 "
" 9 4,647 "
" 10 3,719 "
" 11 44,451 "
" 12 75,475 "
" 13 2,881 "
" 14 42,713 "
" 15 75,458 "
" 16 2,584 "
" 17 23,647 "
" 18 26,784 "
" 19 14,623 "
" 20 97,793 "
" 21 57,795 "
" 22 57,795 "
" 23 88,211 "
" 24 85,194 "
" 25 12,072 "
Total... 1,127,414 "
BAY
SAN FRANCISCO
CENTRAL BASIN
CHINA BASIN
WATER FRONT LINE
PIER HEAD LINE
MISSION ROCK
THE EMBARCADERO
PRESIDIO OF SAN FRANCISCO
FORT MASON
VAN NESS AVE.
BOARD OF
STATE HARBOR COMMISSIONERS
MAP OF THE
WATER FRONT
OF
SAN FRANCISCO
FROM
THE PRESIDIO TO CENTRAL BASIN
1922
JOHN H. McCALLUM
HARRY H. COGSWELL
FREDERICK B. MOODY
COMMISSIONERS.
FRANK G. WHITE
CHIEF ENGINEER
SCALE 1 INCH = 800 FEET.